

MOTOCROSS

NOVEMBER 1988

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- **KTM'S RED-HOT '89
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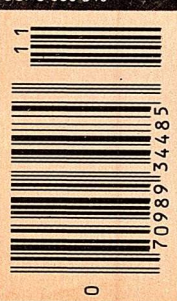
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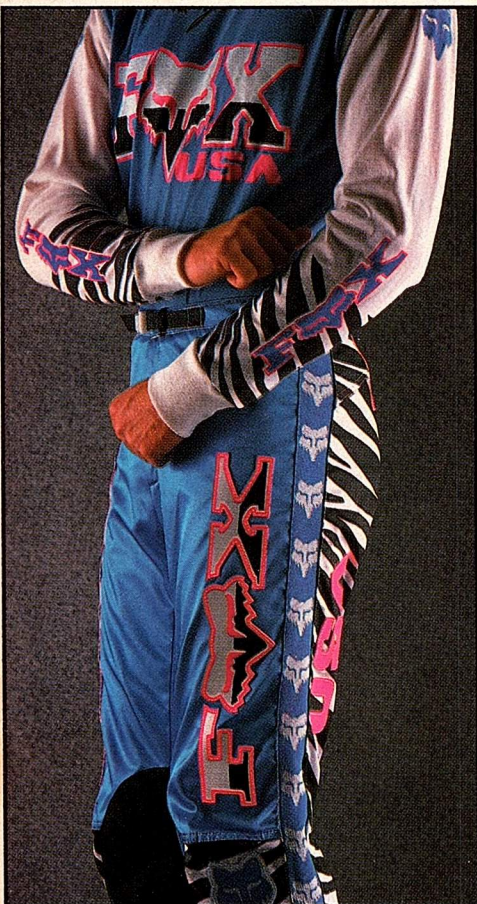
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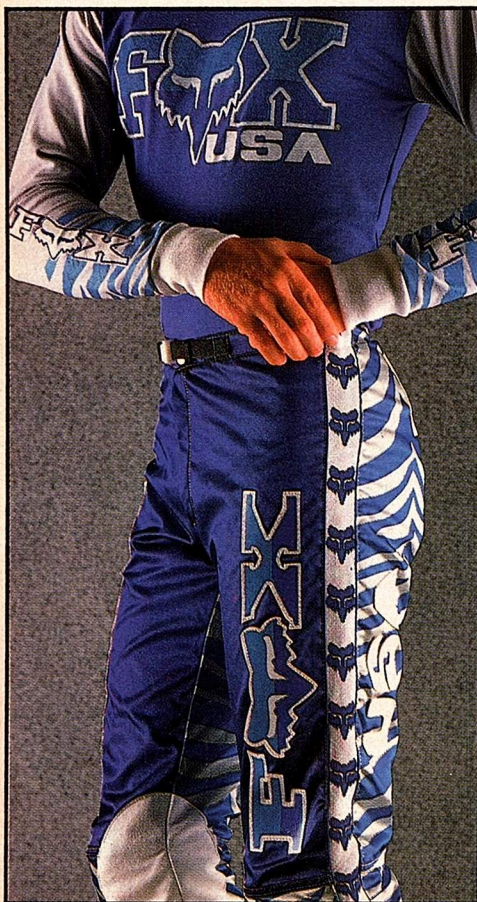
Racepant #187 'Zebra' Baby/Glo Pink Jersey #656



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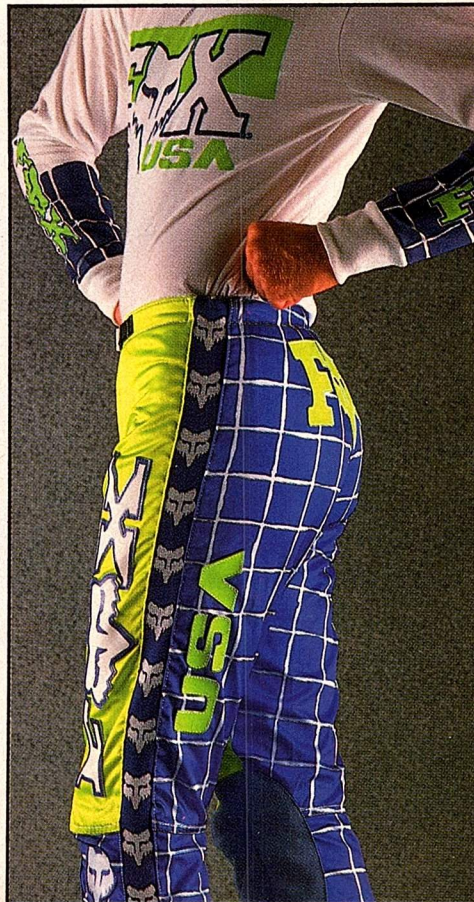
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Rick Johnson



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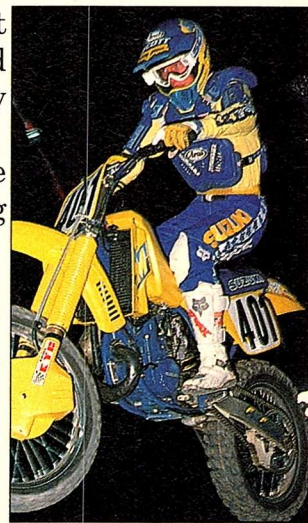
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Royal Blue

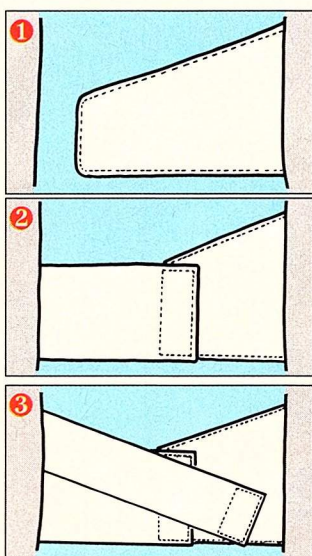
Finally, a kidney belt designed to fit the human body.

**Kidnee
BELT**

It all began the night before the Motocross Des Nations at Unadilla. Rick Johnson wasn't content with current kidney belt designs and had ideas to make a better support system. He explained to us what was good, and what needed to be improved. After the U.S. victory the following day, we took his ideas home and began making prototype designs for him to test.

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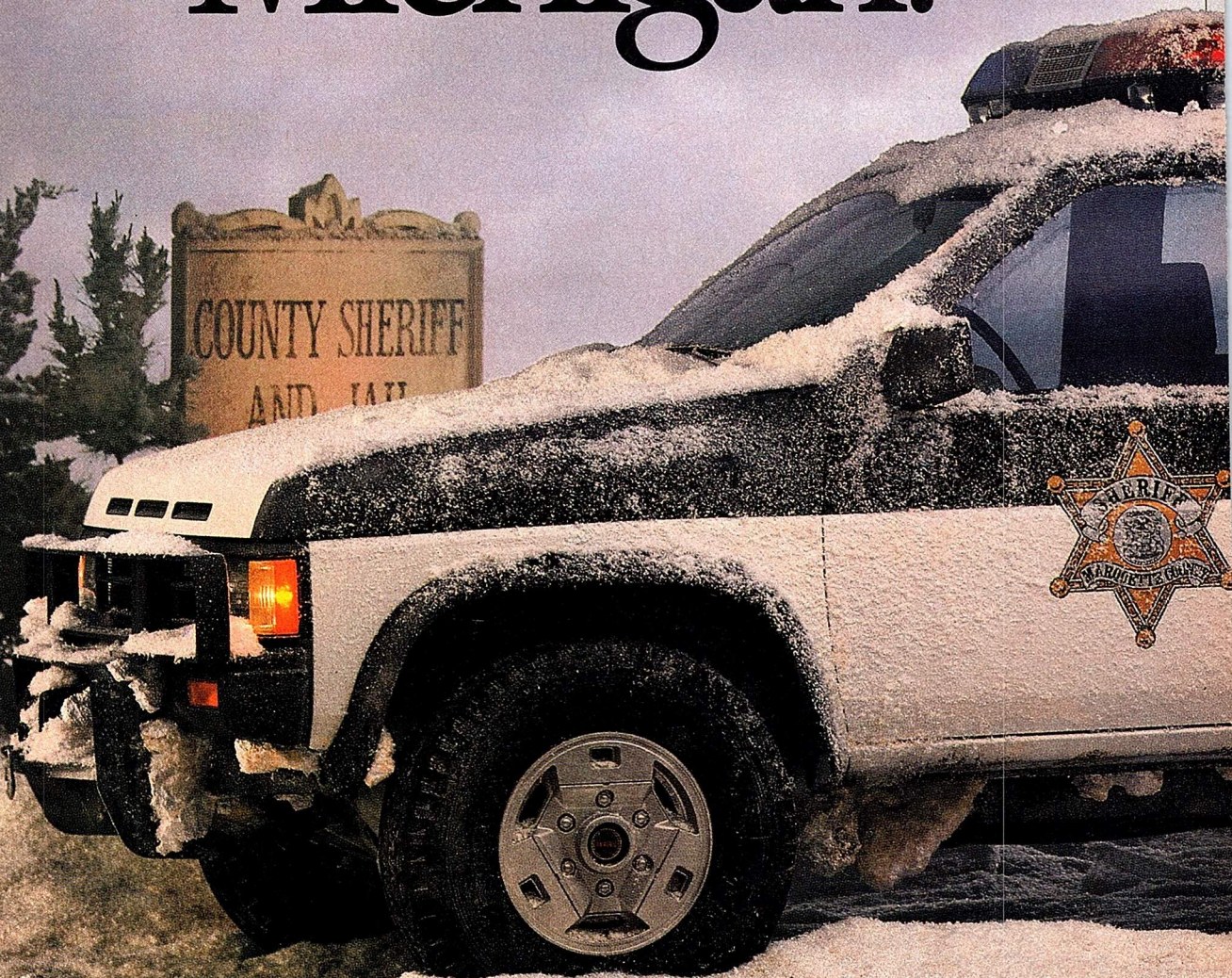
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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

ON THE COVER:—American expatriate Rodney "Future World Champ" Smith turns up some Unadilla sod for Todd Smith's Canon. (TOC) 125 GP campaigner Bob Moore steers his works KTM through some European mud for Luc Verbeke's Nikon. As usual, cover design by DeWest and color separations by Valley Film.

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That's not a job to take lightly. After all, if the Search and Rescue Team gets stuck, who's going to come and rescue them?



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MOTOCROSS *ACTION* MAGAZINE

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PBI	6%
Circle	6%

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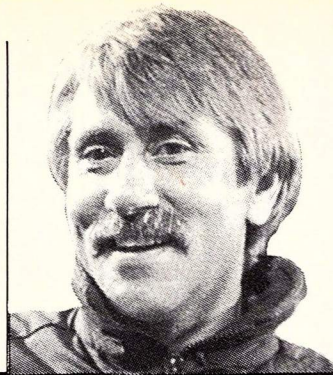
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MOTORCYCLE INDUSTRY COUNCIL, INC.



On The Mainjet

By Roland Hinz

□ This is the most exciting time of year for motocrossers, and especially for the *MXA* test crew. The new bikes are being released and the hard work of evaluating, testing and reporting on the 1989 models has already begun. *MXA* has a solid reputation for its testing procedures, and it is one that we are very proud of. Each test bike is raced! Not once, not twice, but continuously by the complete *MXA* test crew. And when that isn't enough, outside test riders who might have some special knowledge are brought in to help. For example, take this month's 1989 KTM 350MX test. Four of the magazine's regular test riders (Jody Weisel, Gary Jones, Jeff Del Villar and Alan Olson) raced the bike in the competitive West Coast CMC moto wars. Additionally, Tom White of the White Brothers was called in to try the bike out because of his unique background with White Power suspension components. For a more detailed comparison, two ATK owners were asked to ride the KTM 350MX because of how closely it parallels the American-built bike in the marketplace. By the end of the month of testing, the KTM had been raced in 15 different races. It was raced on both Saturday and Sunday (in double classes most of the time) and was test-ridden during the week to try suspension, gearing and setup improvements. Often, the manufacturers are shocked at the degree to which the *MXA* test crew races a test bike, but it is the only way to test a motocross bike—and it is the best way.

For the *MXA* test crew, motocross is their life. The masthead of *MXA* is reserved for real racers. Some of the *MXA* names are famous, some aren't. There are National and Golden State Champions, Four-stroke Champions, CMC Number Ones and hot-shot National numbers in the small but elite list of *MXA* testers, but there is also a mix of Novices, Intermediates and Vets.

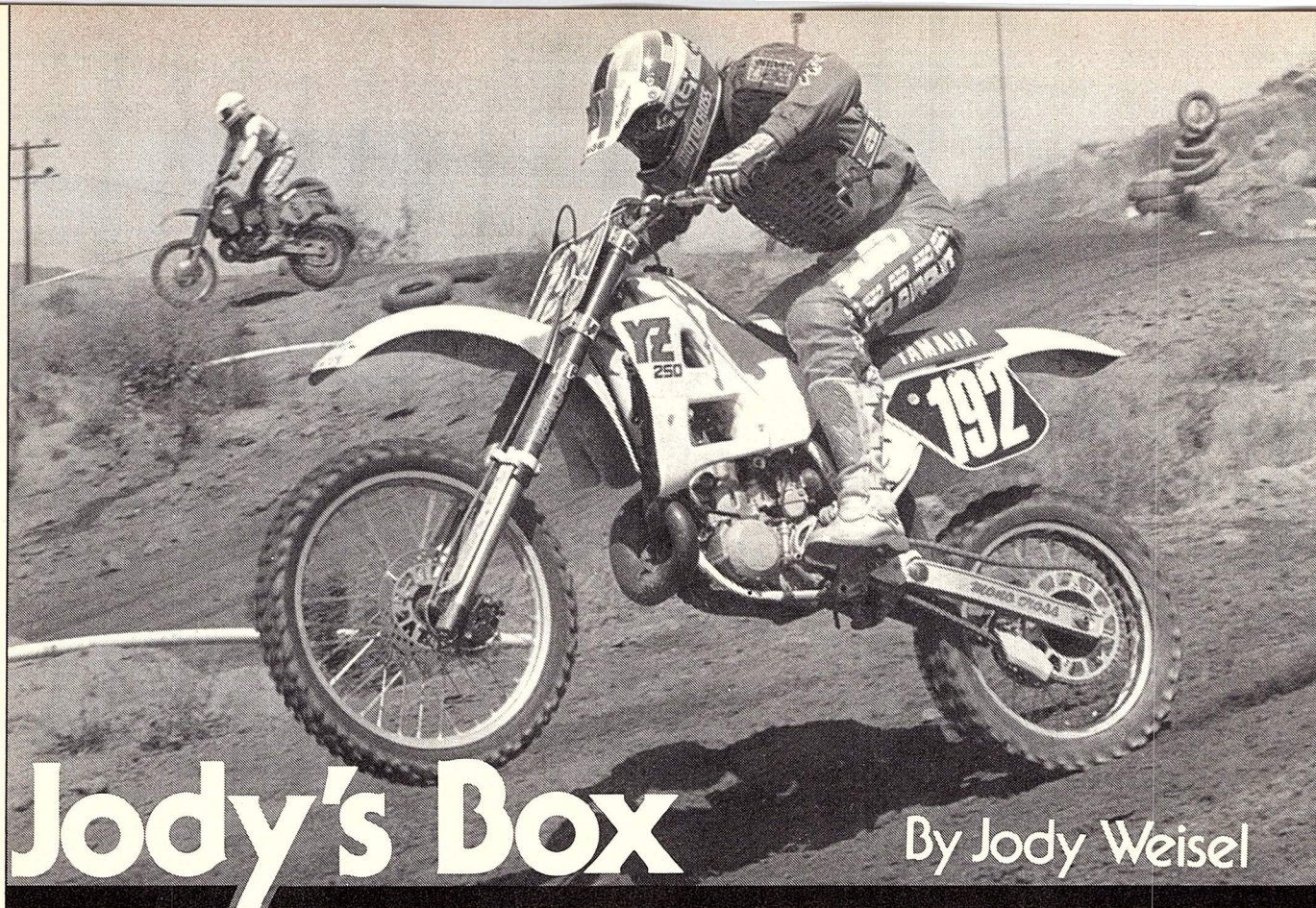
How other magazines test their bikes or come to their results isn't *MXA*'s concern. We ask, hope and attempt to do the best job we can. If we say a particular bike is good (or bad) it is because our test procedures have convinced us that this is so. But a question that crops up often is, how can two motorcycle magazines come out with greatly different conclusions on the same bike?

It is fair question, but one that is difficult to answer without tooting our own horn in a

self-serving manner or insulting the integrity of the other publications. Let's just say that the testing of motorcycles is especially tough to do honestly. The very people we are prone to criticize (the manufacturers) are the people who make our sport possible. In many ways, when a magazine says something bad about a manufacturer's product, it is biting the hand that feeds it. Yet for the *MXA* test crew, our ultimate loyalty is with you, the reader, and while a magazine might garner a page or two of extra advertising by glossing over the flaws of a particular bike, it is a false gratification and disservice to their readers. Catering to an advertisers doesn't give the reader correct information to guide his buying. With 1989 prices a reader can get burned buying a product that is raved about falsely. Honest and accurate information makes for sensible, money-saving purchases.

Has the *MXA* test crew ever made a mistake on a test bike? Have we ever said a good one was bad and a bad one was good? We pray not! But we probably have made a blunder or two in our 15 years of testing every motocross bike made. We have never, however, purposely misled the public or been swayed by an advertiser's budget. How can we say that with such surety? Because the ultimate test of a bike's greatness or foulness rests with the motocross racers across the country. If every magazine's test said the Schizoid VX250 was the best bike made, when in fact it wasn't, the public would soon find out when Schizoids show up at their local tracks. And while the Schizoid company might sell a few more VX250s initially, both the company and the magazines would suffer when the inferiority of the product surfaced. A magazine must have integrity to have reader loyalty.

When you read a motorcycle test in *MXA* you can be sure you're getting pure, unadulterated, race-tested opinions from America's most experienced and long-standing test riders. We can't promise that your tastes in products, accessories and bikes will always be in total sync with the *MXA* test crew, but we do guarantee that no matter how much a manufacturer advertises, complains, or cajoles—our tests will remain the "standard" of the industry. We can't guarantee that we'll always be right, but we promise we'll never do wrong. □



Jody's Box

By Jody Weisel

□ Movin' Marv was one of those legendary motorcycle racers. He had won virtually every local race that was ever held, and although Marv had never hit the big time, his reputation had spread far and wide along the West Coast. Marv only raced at our local track. He said that he didn't like traveling, and that the tight corners, rolling jumps and slam-bam inside lines of our track suited his style better. "Why go anywhere," he always said. "If I'm gonna win I might as well do it close to home."

Nobody could beat him. Hotshot riders from all over came to our local track to try to build a reputation, but they always got beat. The gang thought that Movin' Marv could have been National Champ, but he didn't really fit the personality profile of a major corporation's racing team. He was eccentric, unorganized, independent, sloppy and off-beat, to say the least. His speed was undeniable, and beating Marv was the ultimate goal for an aspiring pro. He was like a gunfighter shooting it out with every hot young gun.

Not long ago, Jimmy Mac, Crazy Dave, the Floyd brothers, Fred Phalange and I were standing at the rider's meeting when the guy behind us asked if we knew Movin' Marv. We all nodded in agreement.

"I came to see him," said the guy. "My name is Rick Splits. You probably heard of me. I'm here to beat Movin' Marv." We all snickered. Yes, we'd heard of Rick Splits. He was the fastest new guy out of the NMA minicycle ranks, a rising star on the National scene, but we knew that he'd never beat Marv. Nobody ever had! "Is he here to-

day?" asked the grinning Rick Splits.

"You see that dirt road leading from the highway to the pit gate?" I answered. "After the riders meeting is over, at exactly 8:45, a ratty Datsun pickup truck will come barreling down it. About ten feet from the pit gate it will broadside to a stop..."

"And then," interrupted Jimmy Mac, "the truck will drive into the pits, hit that garbage can over there, pull under that shade tree, and Movin' Marv will crawl out looking like he hasn't slept or bathed in three weeks."

"His bike, a three-year-old YZ490, will be tied in with ropes, and it will still have the dirt on it from last week's race," added Crazy Dave. "He wears blue jeans instead of leathers, a scratched-up Bell Moto-Star helmet, black rubber goggles and lineman's boots. He doesn't own a ramp or a bike stand. He'll just push the bike out of the bed of the truck and lean it against the front fender. Marv is the ultimate do-it-yourself privateer, only to him do-it-yourself means don't do it at all."

"Are you trying to kid me?" said Rick Splits with a cocky smile on his fresh-scrubbed teenage face.

"Nope," I replied. "That's how it's been every Sunday for the last ten years." And, sure enough, just then a cloud of dust appeared on the road leading to the pit gate. It moved rapidly toward the entrance to the track, and just a mere ten feet before the gate, it slowed to a careful stop. The truck entered the pits at a sedate pace, missed the garbage can by a mile and pulled in by the bleachers (100 feet from the old shade tree). Out hopped Movin' Marv in splendid new

white leathers, boots, helmet and jersey, and, horror of horrors, in the back of his truck was a spotless Kawasaki KX250, an aluminum bike stand, Ancra tie-downs and a shiny loading ramp.

The gang was shocked. What had happened to Movin' Marv? "I got sponsored!" he said happily as we crowded around him. We'd never seen him dressed so neatly. His bike was so new that the tank decals were still unscratched. His new sponsor arrived in a big motorhome and even brought a mechanic with him to look over Movin' Marv's bike. We were amazed. After all these years he had actually gotten sponsored!

Unfortunately, he also got smoked! Rick Splits won both motos quite handily. Movin' Marv struggled back in the pack for 4-8 finishes. It wasn't like Marv to make excuses; after all, he never had to before. He just kicked at the dirt with his new white boots and said nothing. Rick Splits waved sarcastically to us as he pulled out of the track, smiling.

The next weekend at the riders meeting, while the promoter babbled on about yellow flags and how much money he was losing, we heard squealing tires. It was Movin' Marv E-braking his Datsun up to the pit gate at exactly 8:45. A second later the garbage can went flying as he whipped his truck under the shade tree. He slammed the brakes on so hard his YZ490 fell out of the bed. Marv crawled out and bent over in his jeans and lineman's boots and leaned the bike against the front fender of his truck.

We all turned slowly, looked over at Rick Splits and then we smiled! □

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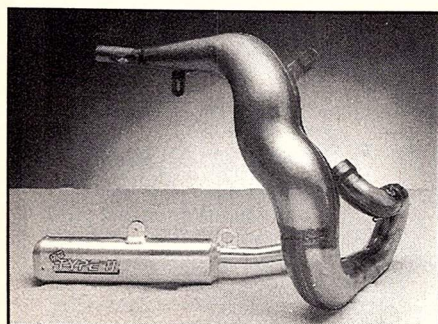
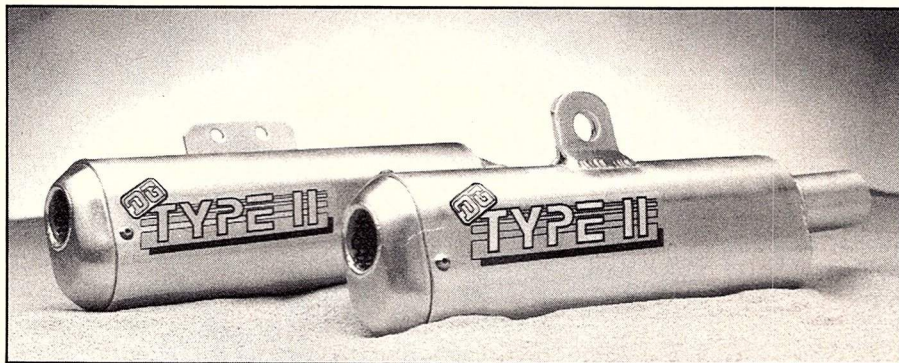
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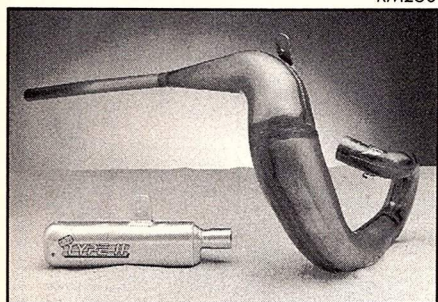
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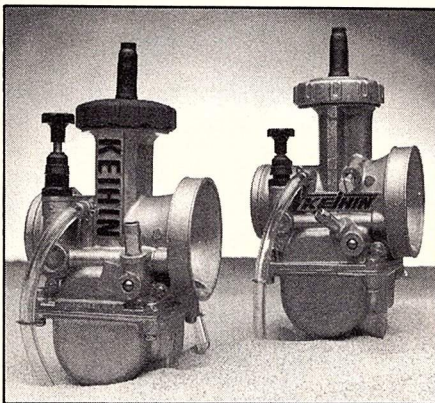
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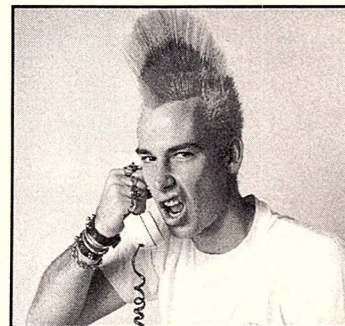
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PLANNING FOR THE FUTURE WORD FROM WESTERVILLE

• The 1989 season will see **some changes** that will, hopefully, yield long-term gains for the popularity and recognition of the sport. Here are some of the changes that were approved by the AMA and the Motocross Advisory Board.

• While it had been rumored that the AMA would relax its production rule to allow Yamaha and Suzuki to develop and race Open bikes, that apparently will not happen. Instead, Yamaha will race the 500 series on either a YZ250 with a 350cc kit motor, or a full YZ350. Both Honda and Kawasaki object since the kit concept **penalizes** development and building of full 500s. They are not opposed to "complete" YZ350s.

The AMA currently has a rule that 1000 bikes must be made by a manufacturer to be considered a "production" bike. The AMA will change that rule to 500 units for large manufacturers (Japanese big four) and 100 for smaller factories (ATK, Boyesen). That would allow Boyesen to produce and race their trick Boyesen Link bikes.

• Although the 500 class will not see works bikes, which would help increase race attendance, it will see a schedule, and possibly a format change. The **500 National Championship** series will now take place in the fall in the hopes of drawing more people. The advantages are cooler temperatures, no conflict with family vacations, and it would give riders needed time off to heal from injuries or race Grands Prix in Europe.

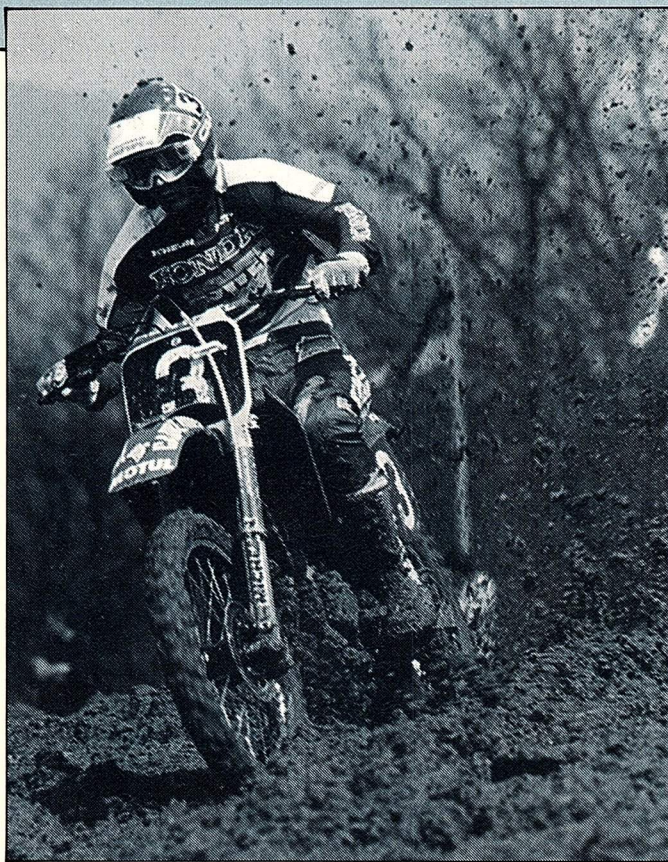
It is **not decided** whether the 500 class will run on its own with a 125 or 250 support class, or if the 125 National Championship series will run as well.

• In further efforts to increase spectator attendance and draw outside sponsors, as well as help pay rider expenses, the **purses have been raised** across the board. A win in a 125 class moto will now pay \$600 instead of the present paltry \$240. The 250 class will see an increase from \$500 to \$1000 per moto win. Overall, the purses will be raised by close to 18 percent, which will help make professional motocross an

economically viable career choice.

• In an attempt to increase rider turnout, the AMA has ditched the **advancement points system** so that riders may compete in as many events as they see fit without affecting their eligibility for the 125 Supercross series. Talented riders such as Mike Craig, Kyle Lewis and Jimmy Gaddis raced only a few Nationals this year, not wanting to jeopardize their Supercross standing, something they no longer need worry about. This should make the racing in the 125 Nationals even more competitive. The 125 Nationals will also have "paper" champions on the East and West coasts. The AMA will keep track of points and standings for each region, much like the Supercrosses, to give upcoming riders something to shoot for. The possibility remains that a 125 East/ West Supercross runoff will be held, as well—but nothing definite at press time. •

For big egos: So you've been smokin' the pack at Chicken Licks raceway, but the success has gone to your head and your helmet no longer fits. Jo Martens models Arai's answer to your problems. Visibility and air flow are excellent, but neck fatigue seems to be a major problem. ▼

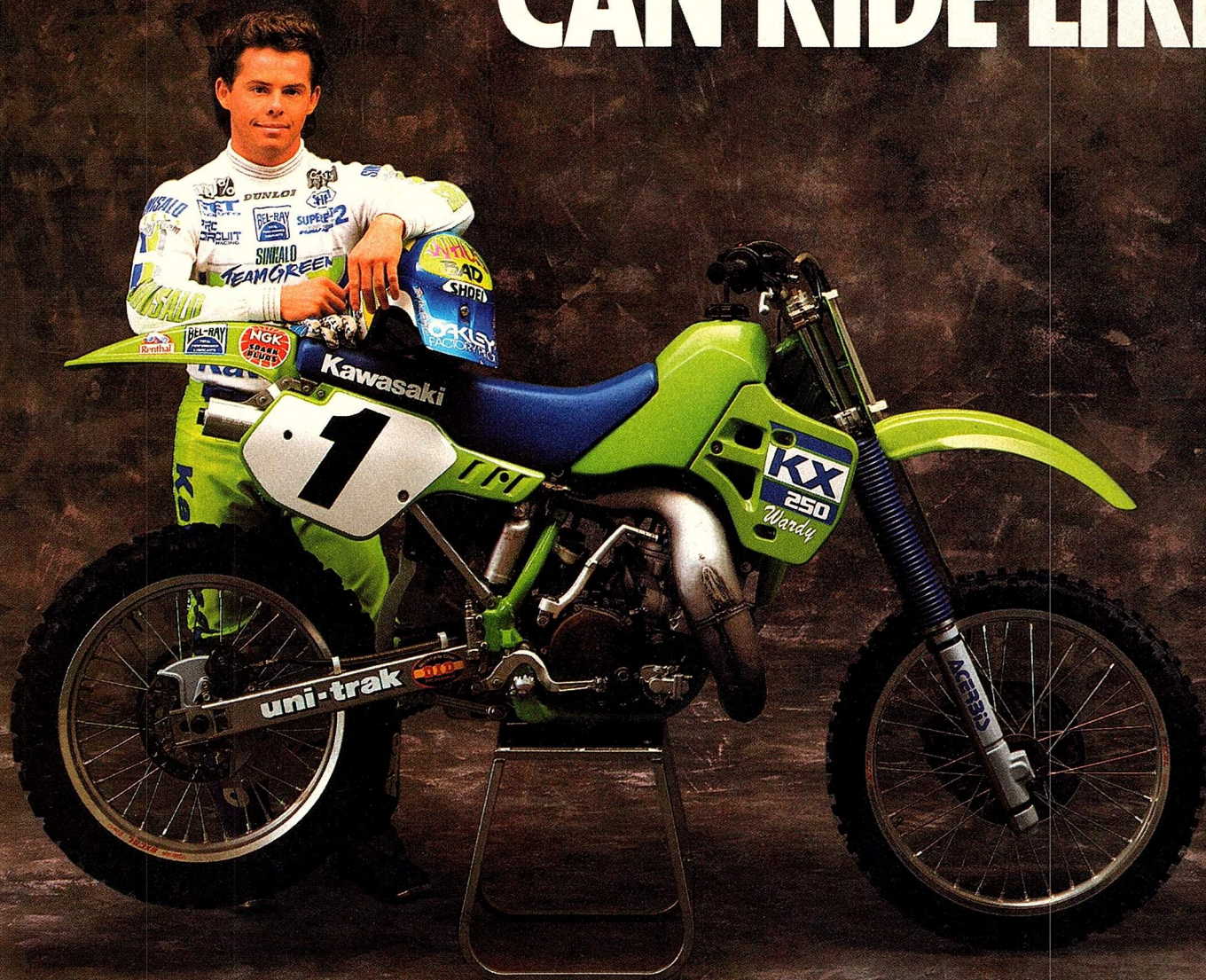


Top dog: French teen sensation Jean-Michel Bayle narrowly edged out arch-rival Dave Strijbos for the 1988 125 World Championship. Bayle captured the crown by winning both motos of the final round in Switzerland, while Strijbos went 4-2. Final points: Bayle 398, Strijbos 395.



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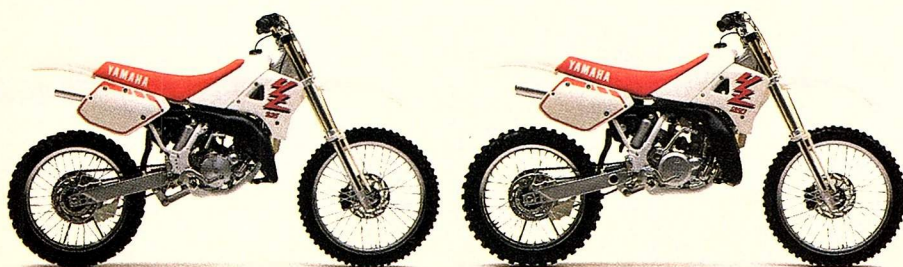
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The YZ125

The YZ250

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Take our 1989 YZ125. A bike that's new in virtually every respect.

For example, we've increased engine displacement to 124.8cc. Added a Nikasil plated cylinder to increase durability.

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all choked up at the sight

And employed a Mikuni flat slide carburetor that dramatically improves throttle response.

The 1989 YZ125 also features a new and more rigid frame, "works-style" upside down front forks, a new KYB rear shock and a 19" rear wheel with a special low-profile tire.

All of which ensure that the only pounding you'll ever take is the congratulatory

slap on the back as you cross the finish line.

So what's new with our YZ250? Just about everything. Because we've incorporated most of the same innovations we designed for the YZ125.

Since we don't have room to list all of the new features, including those on our YZ80

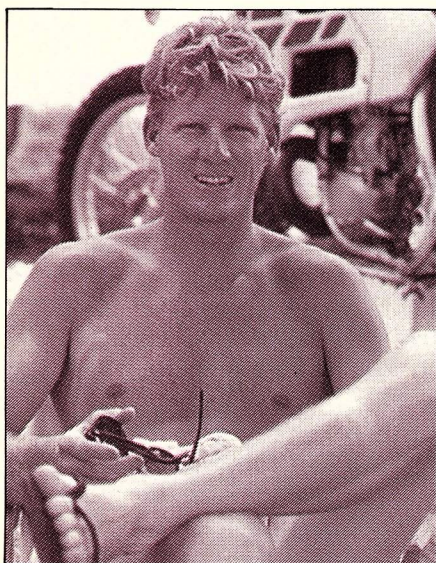


and YZ490, drop by your Yamaha dealer. Or simply call 1-800-272-6622 ext. 671 for a racing packet and brochure describing all the changes our YZ's went through.

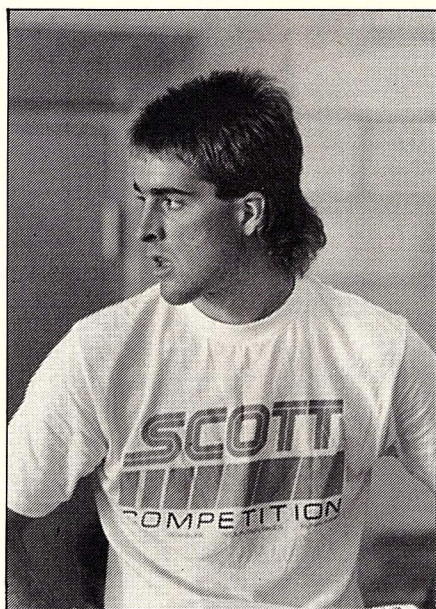
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proper protective motocross racing gear when you ride including helmet, eye protection, long sleeved shirt, long trousers, gloves, and boots. Yamaha encourages you to ride safely and respect the environment.



Hi, I'm Broc: Six time National Champ Broc Glover is at the end of his contract with Yamaha, and it is unlikely that it will be renewed. Broc is actively seeking a ride elsewhere, including Europe. Possibilities include Honda and Kawasaki in the States, and Yamaha of Europe. Another possibility is with FLY Racewear on a Gaston Rahier managed team.



Red man: Michigan's Jeff Stanton looks to be moving from Team Yamaha to the red team, Honda. Honda wants a 250/500 backup rider for Johnson and feels Jeff is the man to do it. Jeff finished a close second to Rick Johnson in last year's Open Championship.

SEE THE STARS

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Feb. 4	Seattle Supercross
Feb. 11	San Diego Supercross
Feb. 18	Atlanta Supercross
Feb. 26	.....	Gainesville 125/250 National
Mar. 4	.....	Miami Supercross
Mar. 11	.....	Daytona Supercross
Mar. 18	.....	Houston Supercross
Mar. 25	.....	Tampa Supercross
Apr. 9, 16, 23 (TBA)	.....	Pontiac and Rose Bowl Supercrosses
		Sacramento 125/250 National
Apr. 30	.....	Axton 125/250 National
May 6	.....	New York Supercross
May 21	.....	Southwick 125/250 National
May 28	.....	Mt. Morris 125/250 National
June 3	.....	Oklahoma City Supercross
June 10	.....	Los Angeles Supercross
June 18	.....	Hollister 500 U.S.G.P.
June 24	.....	125/250 National TBA
July 2	.....	Buchanan 125/250 National
July 9	.....	Unadilla 250 U.S.G.P.
July 16	.....	Troy 125/250 National
Aug. 27	.....	Millville 125/500 National
Sept. 10	.....	Motocross des Nations—Germany
Sept. 24-Oct. 23	125/500 Nationals at Steel City, Binghamton, Washougal and one other site TBA

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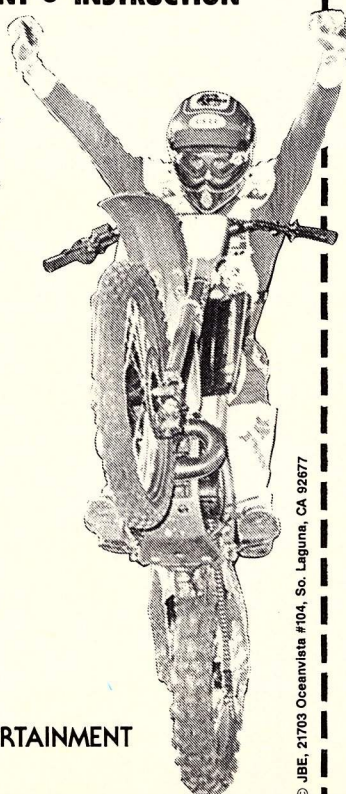
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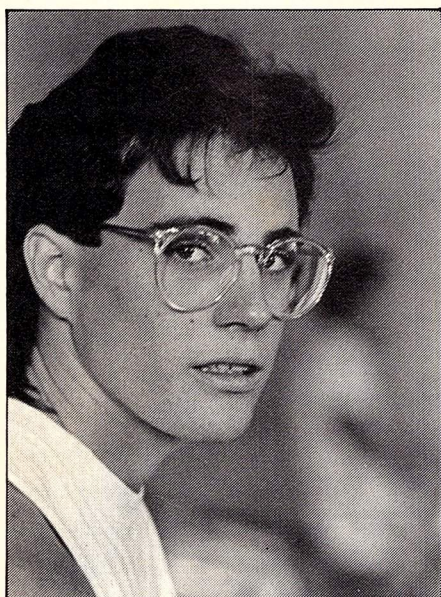
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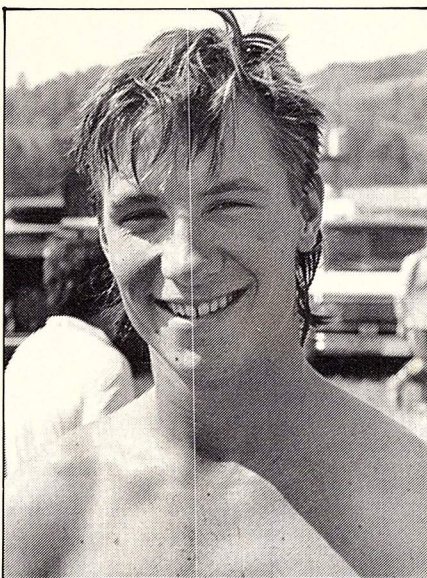
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Hello, number two: While friend Davey Strijbos was fighting tooth and nail in the 125s, John Van de Berk (9) garnered his first 250 World Championship with relative ease. John scored points in every moto and was able to build a comfortable cushion over Jem Whatley and Rodney Smith. John will stay in the 250 Class to defend his title in '89.



See the world: Larry Brooks is another rider interested in campaigning the GP circuit. At Unadilla, Larry was approached by FLY racewear about racing works Suzukis on the Rahier team that would include current team member Rick Ryan. Larry will return to Hondas and race the 250/500 series if he stays in America.



Factory man: Suzuki's Ron Tichenor is currently a support rider who receives everything but a salary. That is likely to change for '89. Ron's contract is up at the end of the year, and if Suzuki plans on keeping the talented Floridian they will have to make him a full salaried factory rider. Kawasaki and Honda are rumored to be interested in the 19-year-old's services. □

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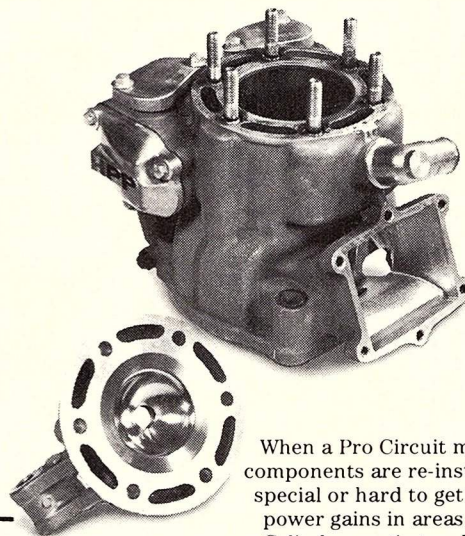
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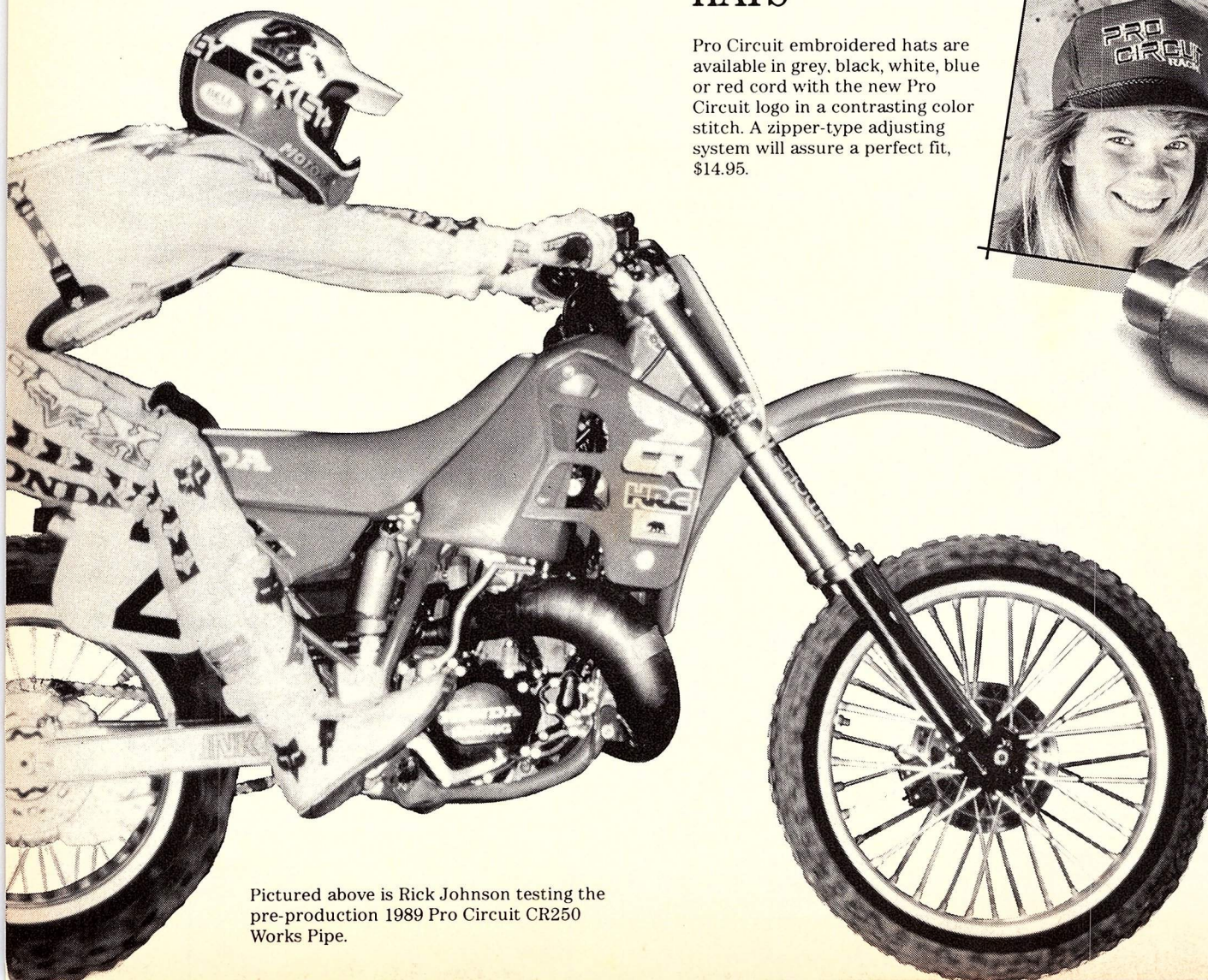
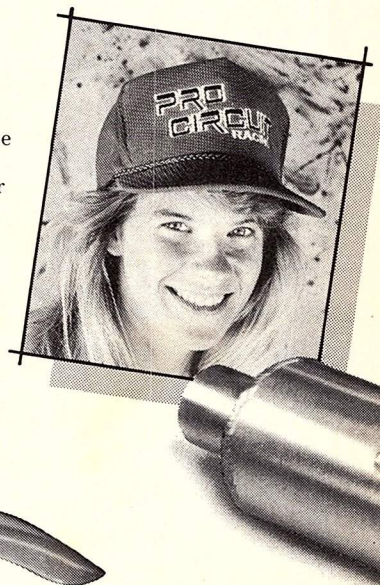
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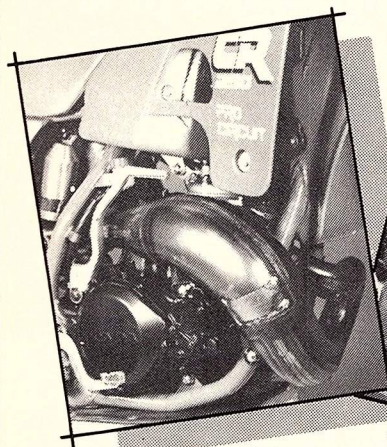
Pro Circuit embroidered hats are available in grey, black, white, blue or red cord with the new Pro Circuit logo in a contrasting color stitch. A zipper-type adjusting system will assure a perfect fit, \$14.95.



Pictured above is Rick Johnson testing the pre-production 1989 Pro Circuit CR250 Works Pipe.

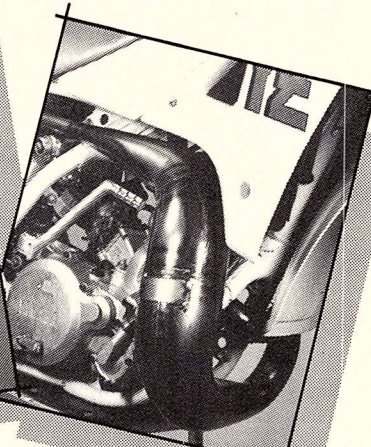
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HONDA WORKS PIPES



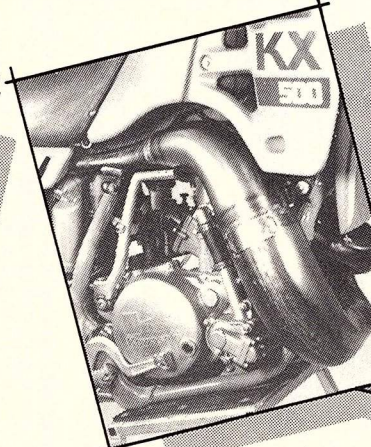
It's a fact that year after year factory riders as well as local pro's use Pro Circuit Works Honda Pipes. Rick Johnson has won 2 out of the last 3 Supercross Titles using a Pro Circuit Pipe. Enough said! Available for '84-'88 CR80, 125, 250 & '82-'88 CR500 \$149.95 to \$159.95.

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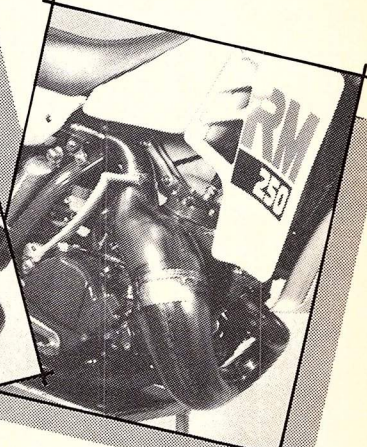
When the '88 YZs were released we were anxious to get started with our testing and even more delighted when Broc Glover said he wanted to test our 250 pipes. You can be assured that with riders like Glover and Jeff Stanton using our pipes, they must work! Available for '84-'88 YZ80, 125, 250 and 490 \$149.95.

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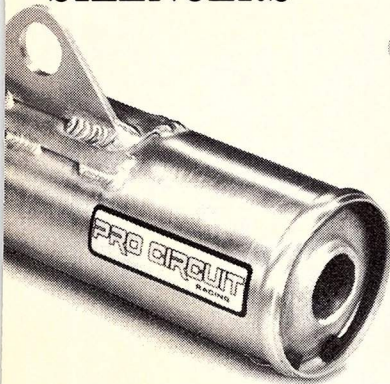
Jeff Ward, Ron Lechien, Larry Brooks and Mike Kiedrowski as well as a host of other top National and local pro's depend on Pro Circuit Works Pipes to help them to the checkered flag. Jeff Ward alone has won 2 titles in the last two years using a production Pro Circuit Pipe. Available for '85-'88 KX80, '84-'88 KX125, '85-'88 KX250 & 500 \$149.95.

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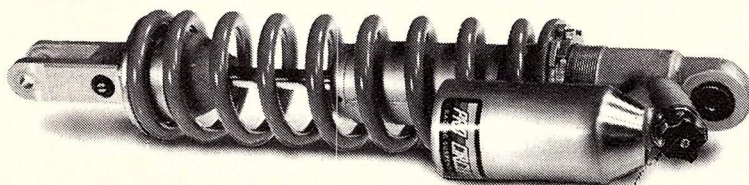
Eric Kehoe and George Holland used Pro Circuit Pipes to win Nationals last year! This year Kehoe is back with Turpin, Tichenor, Andrews and Manley. With guys like this using Pro Circuit Works Suzuki Pipes it should make your decision to buy a Pro Circuit Pipe very easy. Available for '86-'88 RM80, '84-'88 RM125 & 250 \$149.95.

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Mail Entries



PRODUCTION RULE

Dear *MXA*,

I thought the July "On the Mainjet" was great. I have been a big supporter of the production rule ever since it began. I'm also a big Bob Hannah fan, but I don't agree with him when it comes to works bikes. I can't see how he can honestly say that the production rule is going to hurt the sport. The factories are given enough free rein and there are plenty of loopholes in the rules for them to get through.

The people who say that riders work hard their entire careers so they can someday have a works bike are missing the

point. It's not so much the bike they're working for as it is the fame, big-money contracts and all the support that comes with a factory ride. If a rider performs well enough to earn a factory ride, he's able to avoid wrenching his own bike, he can fly to races, stay in good places and have good meals. Basically, he only needs to concentrate on racing. These are the real reasons riders work for a factory ride, not just a works bike. So I have to say, long live the production rule.

Al Miccio
Lakewood, NJ

MONDAY NIGHT MOTOCROSS?

Dear *MXA*,

Every time I pick up an MX or ATV magazine, it says the sport needs this or that. We all know motocross needs more TV coverage for the sport to flourish. Cable TV has some motocross—but we need more! Being such an intense and exciting sport, why doesn't the average sports fan know about motocross? Look at wrestling (which used to be a sport) and how big that has become. Motocross needs something to skyrocket it to fame, such as a first-class movie or some exciting weekly

race coverage (Monday Night Motocross?). Together, we've sent teams to the MX des Nations, have beaten land-closure bills and have done many other things to help the sport. Now's the time to unite and get more TV coverage for our sport. So, what can we do to achieve this?

Bill Holladay
Woodstown, NJ

(Public reaction to favorable programming is a big help. When you see MX on TV, call or write your local TV station and/or network. Tell them you liked what you saw, and they will try to please you. The more calls, the more pressure.)

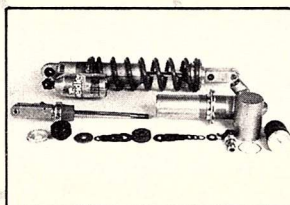
MILITARY MOTOCROSSER

Dear *MXA*,

I thoroughly enjoy every issue of *MXA*. It's like a lifeline for me. I am a diehard motocross rider and fan. Right now, I'm in the Air Force and haven't thrown a leg over my bike in three months. Racing is all I wanted to do for a long time. But I've decided I also want a challenging career as well as being a racer. So, when the time comes, I'll start racing again. But for now, the sacrifice has to be made so that I can

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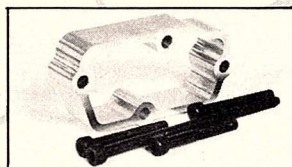
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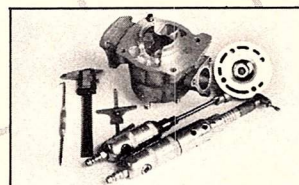
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Mail Entries

get a good education. I miss racing a lot. There's nothing like the feeling of banging bars in the first turn or flying over a table-top jump. When I read your magazine, it brings back memories of my days in the pits and on the track. *MXA* is vital for any motocrossers serving in the armed forces. Go team green!

Marion Smith
Chanute AFB, IL



MORE WOMEN

Dear *MXA*,

I'm a 15-year-old girl who has been riding motocross bikes for six years, and I really love the sport. I think there should be more women in motocross racing. I know I'm different from other people, but I can't help it. Motocross is the best thing I've ever been involved in; more power to the women MXers.

Tina Batangan
Honolulu, HI

OLDER IS BETTER

Dear *MXA*,

Thanks for the August "On the Mainjet." When I was 17, I never dreamed I'd be racing motocross 17 years later. I have a family that cheers me on, and the friends I've made over the years make the sport even more fun. A victory toast to *MXA* for all the good years and all the good years ahead. Us Vets will never forget Gaylon and Wyman.

Billy Reiter
District, IL

\$4000 HONDAS?

Dear *MXA*,

I've been a race fan for a number of years and now I'm going to start racing. I plan to purchase an '89 Honda when they become available. I'm 15 years old, six-foot-one, and weigh 180 pounds. What do you think I should get, a 125 or 250?

Chad Lemmen
Coopersville, MI

(At 180 pounds, you should probably get a 250.) □

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Ask the MXperts

Rub-a-dub-dub



Think clean: Yamaha Support Technician Tom Halverson has torn down hundreds of motors that have been fouled-up by improper washing habits. Tom says, "Think before you hose down your bike!"

The throttle housing is another place where water from washing can cause problems. It is a good practice to clean the housing and the bar after every other race, especially if the grip end is torn. Lube the cable with a lightweight lubricant to displace any water that might've gotten in.

The brakes are another place where washing can wreak havoc. It is fine to wash the disks, but make sure they are dried afterwards, and make sure the calipers are not clogged with mud. After a mud race it is a good idea to inspect the pads to make sure they haven't worn down from the grit. Often brakes will go out the race after a mud race for that reason.

MXA: What about the chain?

Tom: It is okay to use a pressure washer on the chain, but use a good commercial degreaser first. It helps wash off the grime and keeps the water from penetrating the links. Use a rag to dry the chain and spray with WD-40 to displace any water left over. Then apply chain lube.

Another place that water gets into is the rim through the spoke holes. Make sure to tightly tape with duct tape since the water and dirt will cause chafing between the rim and tire and can lead to flats or slow leaks.

MXA: What about the electrical wiring?

Tom: That's another place that people don't pay attention to. It is smart to take the gas tank off when you get a new bike and tape the wiring, since the factories usually only use zip-ties. Use electrical tape and tape the wires to the frame and tape around the junctions and connectors. That should seal the system from the elements. That's about it. Of course, it goes without saying, that you should always plug up the silencer to prevent water from getting into the silencer and the motor. Like anything else, with motorcycles it's a matter of common sense. □

□ The purpose of "Ask the MXperts" is to get an expert's advice on some facet of motocross. Often the subject is one that may seem simple or mundane on the surface, but examined by an expert, it becomes educational. Take, for example, washing one's bike with a hose or pressure washer. It would seem to be a fairly easy task, one that does not involve much thought to successfully complete. Yet, when we talked to Yamaha technician Tom Halverson, we found otherwise.

Tom was on hand at the Ponca City NMA Amateur Nationals to lend a hand to Yamaha's support riders. While working on a bike, he looked up and saw a rider washing the mud off a bike with a pressure washer and commented on the problems riders create when they wash their scoots. Ever hungry for expert advice, the *MXA* wrecking crew further queried Tom.

MXA: What kind of problems can arise from "improper" washing?

Tom: There are many. Water has an uncanny way of getting into places you wouldn't expect. The big villain is the pressure washer.

For example: Using a pressure washer on the motor will quickly clean away the mud and grime, but may also force water into the ignition. Or water can bounce off the seat and get into the airbox. People will pay real close attention to getting their bikes spotless, but not to where the water goes.

MXA: What steps do you recommend to prevent those problems?

Tom: It would be a good idea to pop off the ignition cover and let it air dry, or use compressed air and dry it that way. Then seal the cover with silicone. Sealing the cover will keep out moisture during racing, and for a wash or two, but it's not too good for long-term protection. Also, condensation can build up inside, so pop the cover if the bike has been sitting for a long time.

As for the airbox, I recommend placing a shower cap over the filter to prevent water from getting through. It may sound funny to do that, but you'd be surprised at the number of motors I've pulled apart and found muddy water in, or plugs that have been fouled for the same reason. Also, pop the screw on the float bowl to make sure there is no water in there.

MXA: Are there any other problem areas?

Tom: Yes. You shouldn't spray water directly on wheel bearing seals and linkage points. Both of those bearing areas should be pulled apart and regreased every five or six races, especially the linkage points because they will quickly dry out.

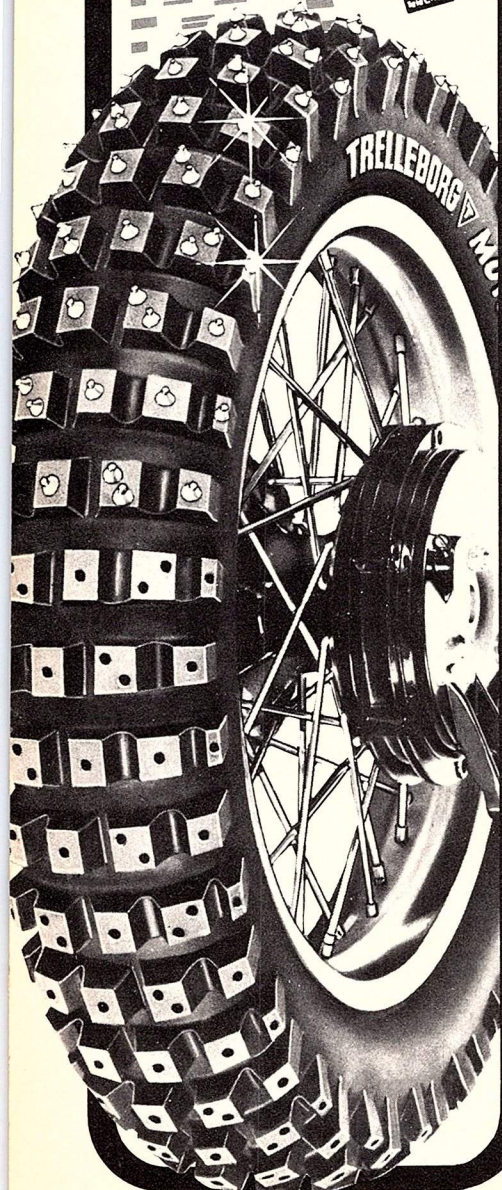
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1988 U.S.G.P. 250 WORLD CHAMPIONSHIP, ROUND 9

ANOTHER 'DILLA THRILLER



P. Catellier photo

◀ **Shred:** Although Rick Johnson didn't get good starts in either moto, it wasn't long before he was shredding Unadilla berms ahead of the pack. Rick made the brutally rough track look easy as he cruised to victory in both motos.

America's best race just got better

By Todd Smith

□ Each year thousands upon thousands of cyclists travel from all corners of the country to a small New Hampshire farming village for the Loudon Classic, one of America's oldest motorcycle races. And each year horror stories of the antics of a few hundred "animal bikies" of those thousands of race fans become "bad press" reading in local and national newspapers. It seems that, to those individuals, the race is just an excuse to have one large beer-drinking orgy and see how much trouble they can get away with. Often, these people never know who won the races, or for that matter, even see the races. Fortunately for motocross fans, we do not have these types of problems at our events, right? Wrong. The standing joke in New England is that the amateur party ani-

mal learns his trade at Unadilla before moving on to Loudon.

Yet over the past few years, that wild "atmosphere" has become part of the attraction of Unadilla. Unfortunately, for promoter Ward Robinson, that same attraction was one large headache. Unruly fans had caused great damage to the facilities and other fans as well. Insurance premiums increased, and the fun and profitability of the race decreased. It was time for a change.

With the facility hosting the prestigious Motocross des Nations last year, it was decided that a policy of no alcoholic beverages on the premises would alleviate most of the problems and present a good atmosphere and image to the international motocross community. Though that policy was successful in keeping the trouble down, it also kept the crowds down. But a strange thing happened: those who were there (sans booze) had a great time.

This year, when the 250 Grand Prix circus rolled into the small New York farming hamlet, there would again be no alcohol allowed at the track. Again the crowds were small, around 12,000. But, as with last year's crowd, they had a great time. The family atmosphere that motocross prides

itself on having had returned to Unadilla. It was once again safe to bring a girl to the race without having her need to disguise herself as "one of the guys." My parents came and stood amongst the crazies at the top of Gravity Cavity and noted that the fans were better-behaved than most you'd find at a football game.

So, while those enamored with the "wild" times bemoan the death of Una-bleepin'-dilla, real motocross fans can rejoice in the rebirth of a great motocross event at one of the world's great motocross tracks—Unadilla.

RACE ACTION:

THE RACE OVER HILL AND DALE

- Week-long rains had broken the drought that plagued much of the northeast, turning the rich soil of Ward Robinson's farm into the perfect traction for the tires of the world's best 250 racers. Although the track was perfect on Saturday for practice, heavy rains during the night caused many sleepless hours prior to Sunday's race. But that lost sleep was for naught, for it had seemingly rained everywhere but at the track.

During timed practice on Sunday, Rick Johnson set the fastest lap times, followed by Micky Dymond aboard an '89 YZ250. Thus, Johnson was assured the first pick on the gate. Bob Hannah, in only his second race of the year, had the 13th pick on the gate. The fastest European was Holland's Gert Jan van Doorn in third.

FIRST MOTO

The fastest Euro would also be the fastest to the first turn as van Doorn holeshot, leading Pekka Vehkonen and Rob Herring. Vehkonen soon dispatched of van Doorn and opened up a slight lead before crashing two-thirds of the way through the first lap. Micky Dymond moved into second, but was displaced by Herring. Meanwhile, Johnson had gotten a bad start and was back in tenth.

By the end of the second lap Herring had taken over the lead and was pulling

◀ **Almost there:** Current points leader John Van de Berk is closing in upon the 250 World Championship crown. Jon rode a smooth, conservative race to fifth overall. John has built a comfortable 50-point lead by being the only rider to have scored points in every moto this year.





Rough going: Johnny O'Mara takes his racing very seriously. Johnny hasn't had much chance to showcase his talents and was looking forward to the U.S.G.P. Before the race it was hinted that a top finish might land him on the des Nations team. John worked himself up so tight that he rode stiff, resulting in miserable results, and no des Nations ride.

◀ **Utopia:** There is only one race that matters as far as Bob Hannah is concerned, and that race is at Unadilla. Bob roosted through the pack in both motos to take second place behind Rick Johnson. Take away Rick Johnson, and Bob would have won the race. Bob feels he won anyway since "Johnson isn't human, so his win doesn't count. I'm the real winner!"

some time on Dymond and van Doorn. Behind this trio followed Erik Kehoe, who finished third in the 1986 event. Unfortunately for Erik, things were not to be so bright in '88. Rick Johnson had recovered from his poor start and was on a torrid pace to the front of the pack. As he came upon Kehoe on the short sweeper following Screw-U, his line merged with Kehoe's, resulting in a tremendous collision. Somehow Johnson kept his balance while Kehoe hit the turf hard. Kehoe ended up finishing the moto out of the points. Johnson pushed on and soon found himself in a duel with van Doorn. The two battled for several laps before R.J. succeeded in making a pass stick.

Back in the pack, Hannah had the crowd cheering him on as he dogged 250 World Championship points leader John Van Den Berk for fifth. It wasn't long before he had passed the Dutchman and set out after van Doorn. While this was going on, Johnson had gotten by Dymond and

was closing on Herring. Herring looked as though he might be able to hold Johnson off for the win, but suddenly he couldn't hold on to the bars.

During practice the young Brit had crashed hard and split the skin between his thumb and forefinger. The deep gash made riding painful at best, and when he hit a large whoop wrong, his hand came off the bar. He was forced to retire for the day.

Johnson now had a commanding lead and was able to cruise home to the win. Behind him, Hannah had passed van Doorn and was now nipping at Dymond's heels. The two dived for several laps before Hannah made the pass to the delight of the crowd. Dymond stayed with Hannah for several more laps before settling into third ahead of van Doorn and Van den Berk.

Quietly cruising along during all this shuffling was privateer hero Doug Dubach in sixth. Doug had the crowd behind him as he held off repeated attacks from several Euros. Late in the moto, Donny Schmit would come up to challenge him, but could not get by. The moto ended with Johnson some 15 seconds ahead of Hannah, followed by Dymond, van Doorn, Van den Berk and Dubach. Schmit, Peter Johanson aboard a Boyesen Link YZ, Soren Mortensen and Roland Diebold rounded out the Top Ten.

SECOND TIME AROUND

At the start of the second heat, it was "holeshot king" Rick Ryan leading the pack through the first turn. Trailing him were Vehkonen, Johnson, Larry Brooks, Peter Dirx and Micky Dymond. Hannah was back in eighth ahead of Van den Berk and American GP campaigner Rodney Smith.

No vacation: Micky Dymond has been on something of a vacation since the end of the 250 series. Micky got good starts and stayed at the front of the pack, but felt that had he been racing all season he might have bettered his results. Micky finished third in both motos for third overall. Seems pretty good to us.

Just before the mechanics area, one-quarter lap into the race, Dirx swapped while trying to pass Brooks and cart-wheeled into the Unadilla loam. The crash caused a mild chain reaction, taking out Smith. After several laps of trailing the pack in last place, Smith pulled off.

Out in front Johnson had passed Vehkonen and was soon hot after Ryan. Within a lap Johnson had assumed the front spot and would hold it until the finish. Dymond was also on the move, passing Vehkonen and soon Ryan. Hannah moved into fifth on the fifth lap. It wasn't long before he too passed Vehkonen, and set his sights on Ryan. A lap later Hannah edged out Ryan into a turn and took over third. The crowd now started to cheer him on as he tried to reel in Dymond. For the remainder of the race Hannah slowly closed in on Dymond. On the second-to-last-lap, Hannah finally got by Dymond, but he was nearly 20 seconds behind Johnson.

Taking the checkers behind Dymond were Vehkonen (who had made a late pass on Ryan), Van den Berk, Mortenson, van Doorn and Jeremy Whatley. Rounding out the Top Ten was Frenchman Yannig Kervella.

John Van den Berk's 5-6 scores netted him 21 points, which opened his lead over second-place Brit Jem Whatley. Whatley's nine points enabled him to move four points ahead of Rodney Smith, who didn't gain any points for the day. •



DILLA



Zilch: New American hero Rodney Smith came into Unadilla trailing John Van de Berk by 31 points and hoping to use the "home" track advantage to close the gap. Unfortunately, first-lap crashes left Rodney way out of the picture. He left Unadilla with no points.

◀ **The doctor:** Doug Dubach was tops in the privateer set, finishing 6-12 for seventh overall. Doug wow'd the crowd with his spectacular leaps out of Gravity Cavity. Doug has the talent and tenacity to succeed on the GP circuit should he attempt it in the future.

ALIEN BEING

RICK JOHNSON'S UNADILLA WEEKEND

• I didn't have a very good week prior to the race. I stayed in Pennsylvania to get used to the humidity which was expected for the race. Instead, all it did was rain—so I didn't get to ride. Then I got sick, so things weren't going too well. When I finally rode on Saturday it was my first time on the 250 in nearly a month. I got the bike dialed-in and felt comfortable. I was ready for Sunday.

RACE DAY

When I woke up on Sunday morning I got a little bummed because it was pouring down rain. The track had been in perfect condition, and I figured it was going to be a swamp like it was for last year's des Nations race. When I got to the track I was surprised to find that it hadn't rained at the track at all.

SETTING THE PACE

I went out in practice and everything was great. But I was getting rather perturbed because all these guys would suck

up behind me and follow my lines and try to have me pull them around for fast lap times. I resigned myself to getting a bad lap-time and probably a bad gate pick. When the times were posted I had somehow gotten the fastest time.

So I had first pick on the gate, but I got a bad start because I started in first gear like I did in the Supercrosses. Then I missed a shift so I was back in the pack. I rode real aggressively in the first couple of turns and I got up to about 11th. I saw that Micky Dymond was up front and I started to push because I didn't want him to get away. I passed Hannah so I wasn't too worried about him, and after a few laps I caught up to Micky. We dived for a bit and I got by him. Then Rob Herring crashed at the bottom of Screw-U and I had the lead. I rode smooth the rest of the way and won.

45 MINUTES MORE

This time out I started in second gear and got a good start behind Rick Ryan and Pekka Vehkonen and followed them for a couple of laps. I got around them and started riding aggressively, trying to build a lead over Hannah. I didn't know where he was but I knew that he had finished second in the first moto and that if he got a decent start he'd be right there. Later I could see him moving up because of the way the track loops around the valleys, so I started to get a feel for what kind of lead I had. I kept being aggressive so that I wouldn't make some kind of stupid mistake, and I won.

I got a charge out of winning because it was my first Grand Prix win there, and because the fans were really great. It was neat beating all the best riders in the world. Hannah rode a great race, though. He's 31 years old and he waxed the tails of everyone but me. I just feel fortunate to have beaten him there! •

Bad Boy Brit: Britain's Rob Herring is a flashy, crowd-pleasing rider. During practice Rob crashed, injuring his thumb. Undeterred, he took the first moto lead and might have run away with it had his injury not caused him to crash again.

RESULTS: 1988 250 U.S.G.P.

New Berlin, New York

1. Rick Johnson (Hon) USA 1-1
2. Bob Hannah (Suz) USA 2-2
3. Micky Dymond (Yam) USA 3-3
4. Jan van Doorn (Cag) Hol 4-8
5. John Van den Berk (Yam) Ho 15-6
6. Soren Mortensen (Kaw) Den 9-7
7. Doug Dubach (Yam) USA 6-12
8. Pekka Vehkonen (Cag) Fin DNF-4
9. Rick Ryan (Hon) USA DNF-5
10. Yannig Kervella (Hon) Fra 11-10

STANDINGS:

250 WORLD CHAMPIONSHIP

After 9 of 12 Rounds

1. John Van den Berk 244
2. Jem Whatley 194
3. Rodney Smith 190
4. Pekka Vehkonen 186
5. Roland Diebold 151
6. Jan van Doorn 142
7. Soren Mortensen 118
8. Michele Fantoni 117
9. Peter Dirx 109
10. Peter Johansson 108

LOOK AT THE SIZE OF THOSE WHOOPS

MXA RIDES UNADILLA

• One of the great pluses about working for a world-renowned motocross magazine is being able to do things very few people have the chance to do. We get to travel and see great racing, ride the latest equipment and even take a few laps around race

(continued on page 118)



500 WORLD CHAMPIONSHIP WRAP-UP

THE TRIPLE CROWN MAN

History is made by the little man on wheels

By Luc Verbeke

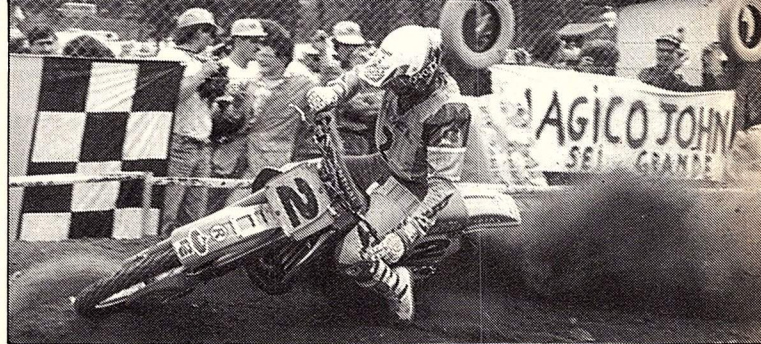
□ Three weeks into the 1988 World Motocross Championships you couldn't have gotten ten-to-one odds on either of the men pursuing the Triple Crown of Motocross. Georges Jobe and Eric Geboers started the '88 season with a chance to be the first riders in history to win an FIM World title in all three classes. Jobe possessed two 250 World crowns and had added the elusive 500 plaque in 1987, while Geboers held two 125 crowns and had earned the 250 title in 1987. It was a shock when both riders abdicated their Number One plates and headed for the missing championships. The shock was that Geboer's sponsor, Honda, would allow him to leave the 250 class when they already had a strong chance of winning the 500 crown. Geboers was lucky, though, and Honda relented thanks to their good will and a dictum in Eric's contract to support his effort to win the 500 title.

On the other hand, Georges Jobe was free to do as he wished. Jobe had become the first privateer to win the 500 World Championship and, flush with confidence and new sponsorship deals, he headed for the 125 class. The fact that he had never ridden a 125, or that the class was tougher, younger and more aggressive didn't seem to bother the Belgian star. Geboers had ranked earlier in the season that Jobe made more money as a privateer than he did as a factory rider. Although both men wished each other well, they also added that they didn't think the other guy had a chance.



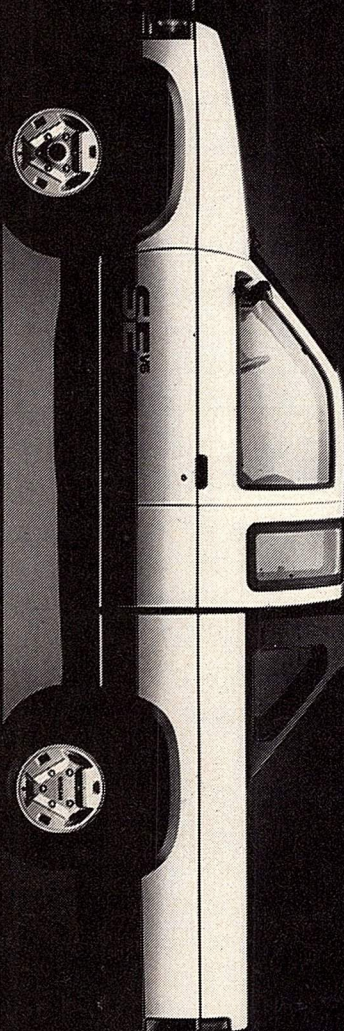
▲ **Number One:** Eric Geboers became the first rider in motocross history to win a World Championship in all three displacement classes. Poor riding at the start of the season was replaced with a bravado show in mid-season. Eric is the best of the Euros.

▲ **Number four:** Kees Van der Ven added holeshots to his already strong arsenal of talents. Kees is the current elder statesman of a strong contingent of Dutch motocross stars that includes Dave Stribos, John Van den Berk, Gert-Jan Van Doorn and Pedro Tragter.



Number two: Kurt Nicoll repeated as the runner-up. It hasn't gotten him down because he is still young. Word that David Thorpe might switch to Kawasaki for the 1989 season does have him a little worried. Thorpe and Geboers don't get along at Honda.

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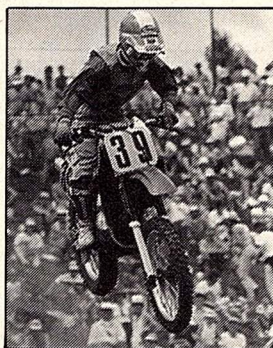
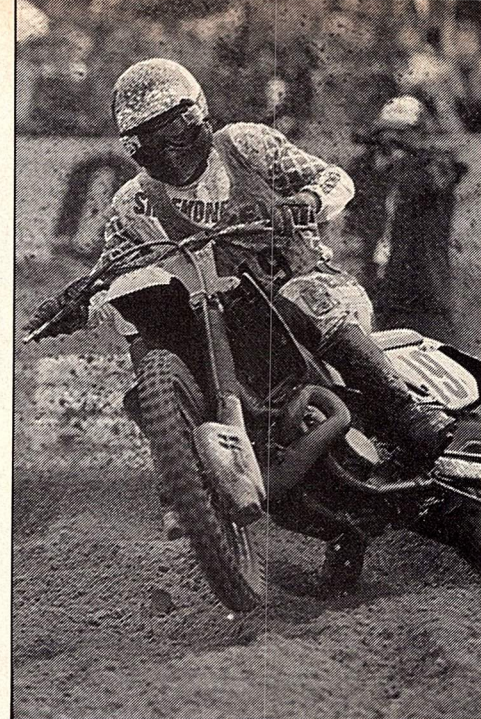
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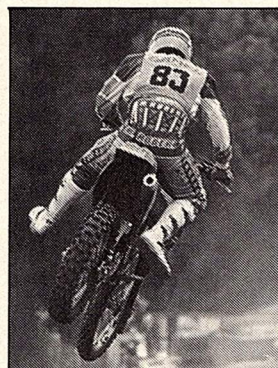


Number three: David Thorpe must think he's jinxed. Last year he dominated at the start of the year, but suffered through injuries and nerves to lose to Georges Jobe. This year the jinx bit again after a brilliant start, when a late-season crash took him out of the running.

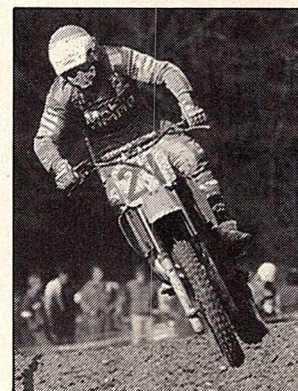
Number 11: Dirk Geukens didn't break the top ten in 1988, but expect him to become a force on the Grand Prix circuit in the next few years. The Belgian privateer finished as high as third this season and could be a threat when he gets more 500 experience. ►



New face: Dietmar Lacher switched from the 125 Class to the 500 Class and shocked the troops by winning the German 500 GP; unfortunately, he broke his arm two weeks later. Lacher may be the best young German rider since Rolf Deffenbach was a boy.



Number eight: Billy Liles left America three years ago to pursue World Championship glory. It has been a long time coming, but in 1988 Billy won his first 500 GP in Italy. Liles makes almost half a million dollars a year riding for the Italian Kawasaki importer.



Number ten: Hakan Carlqvist was the 1983 500 World Champion, but the hard-charging Swede has had an incredible injury streak since then. Hakan can still go fast when he wants to and won the Swedish Grand Prix.

500 WORLD

THEY WERE ALMOST RIGHT

After the first three or four GPs, it was pretty obvious that neither of them was going to win their new class championships, and in turn, the Triple Crown was going to be left unachieved. Geboers barely made the Top-Ten at the start of the 500 series, and Jobe finished a distant ninth at the first 125 GP. The rabble-rousing Belgian press wondered what was wrong with them and ridiculed their giving up of "sure things" in pursuit of folly.

For Georges Jobe, the critics (who he rails against in all interviews) were right. Georges announced midway through the 125 season that he would return to the 500 class the following year. His hopes of getting the Triple Crown were smashed in the wake of Dave Strijbos and Jean-Michel Bayle.

Georges scored some third-place days to regain his honor, but he didn't win any GPs and, as the year wore on, injuries and troubles had stopped most of his point scoring.

Eric Geboers, on the other hand, turned his season around. The disastrous start was erased by a four-GP-in-a-row win streak, more than a few from the back-of-the-pack charges and a lot of hard riding. Geboers had always been criticized in Belgium for his tendency to choke at the big events. Several times in the past, he had gone to the wire with the championship in sight, only to throw his chances away in a fit of nervous energy. Eric admits that his nerves have betrayed him in the past, but in 1988 his confidence was at an all-time high. As he pulled even with teammate Dave Thorpe, a rider who has also suffered from the pressure and nerves of big-time racing, one of them knew the other would crack.

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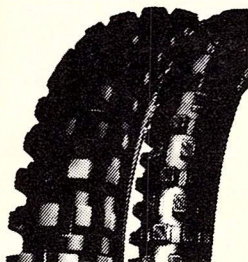
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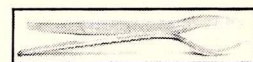
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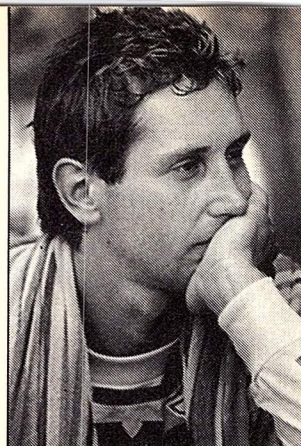


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Number five: Jacky Vimond may not be happy with fifth place in the final standings, but considering that his doctors told him two years ago that he'd never ride again, it is phenomenal. Jacky is helped by the Yamaha YZM500, the best-working bike on the GP circuit. ►



New Brit: Jared Smith has a reputation for being a great mud rider, but he has also shown a degree of flair that is uncommon in the 500 Class. Smith is one of only four full-time British riders contesting the 500 World Championships—the other three are Thorpe, Banks and Nicoll.

500 WORLD

IT WAS ERIC'S TURN

In practice for the Dutch 500 Grand Prix, Dave Thorpe grabbed too much front brake going into a tight turn. He was pitched over the bars, landing on his padless shoulder, separating it and ending his season. Thorpe said the brakes locked up. Spectators (mostly Belgian) said he over-braked. Regardless, his season was over... and the 1988 500 World Championship was Eric Geboers'.

Eric Geboers, who is from a racing family, has become the first rider in history to have won the 125, 250 and 500 World titles. Motocross' Triple Crown is now an asterisk in the GP record books. □

RESULTS: 1988 500 WORLD CHAMPIONSHIP FINAL STANDINGS

1. Eric Geboers (Hon)	333
2. Kurt Nicoll (Kaw)	312
3. David Thorpe (Hon)	251
4. Kees Van der Ven (KTM)	212
5. Jacky Vimond (Yam)	185
6. Kurt Ljunqvist (Yam)	168
7. Mark Banks (Hon)	159
8. Billy Liles (Kaw)	154
9. Jacky Martens (KTM)	149
10. Hakan Carlqvist (Kaw)	138

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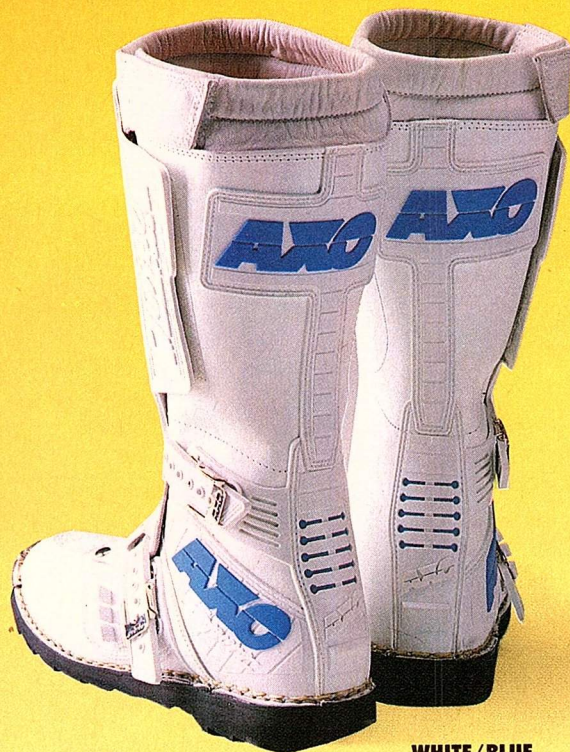
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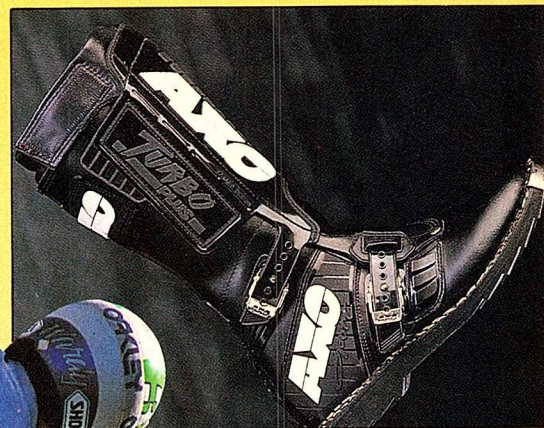
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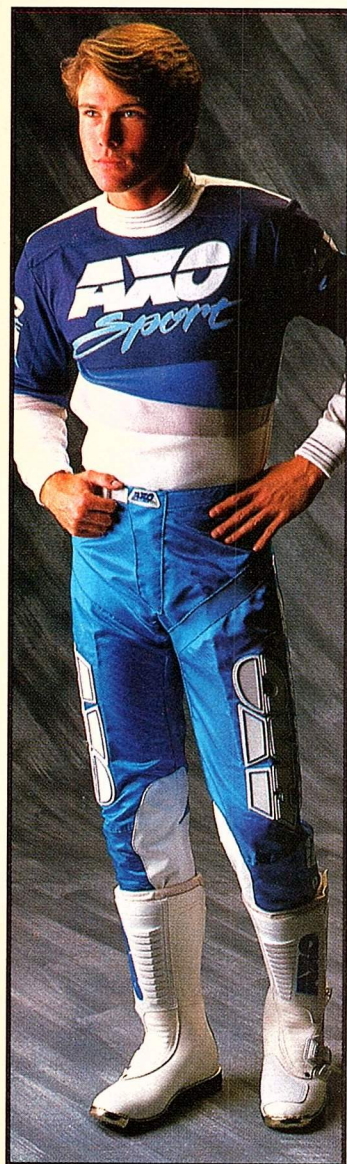


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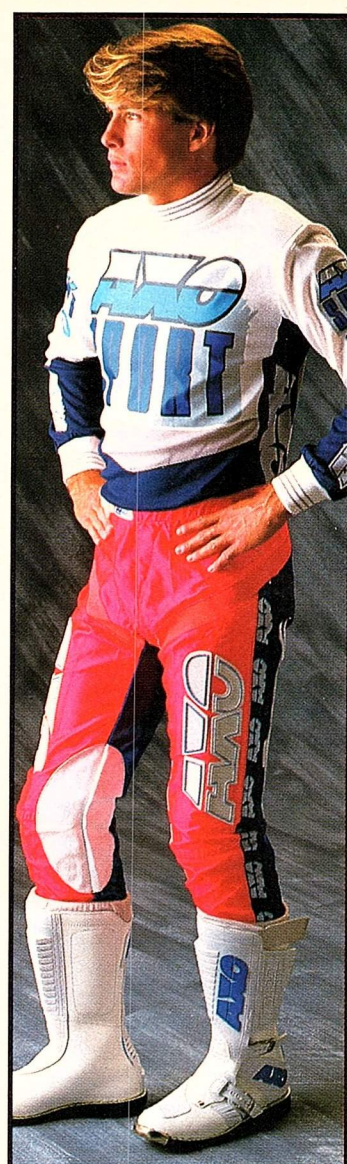
REVERSE PLUS
AQUA / AQUA 135'S



AQUA / NEON TYPE "S"
AQUA / NEON 135'S



WHITE / NAVY SUPERAXO
WHITE / AQUA 135'S



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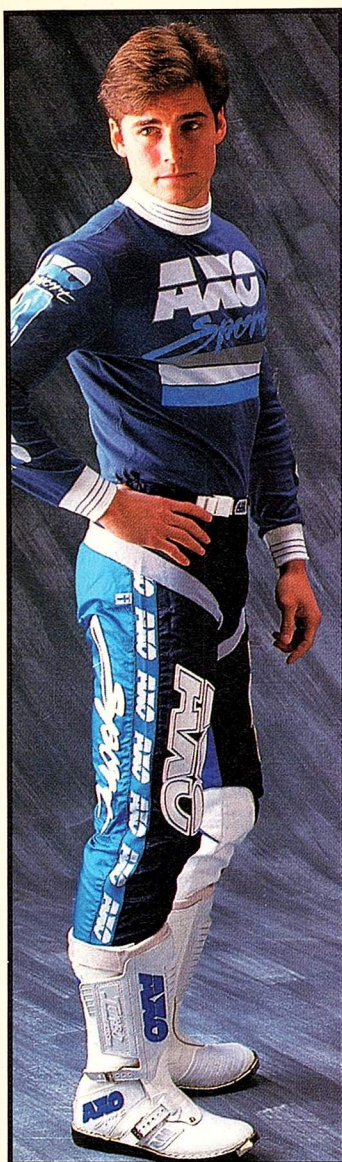
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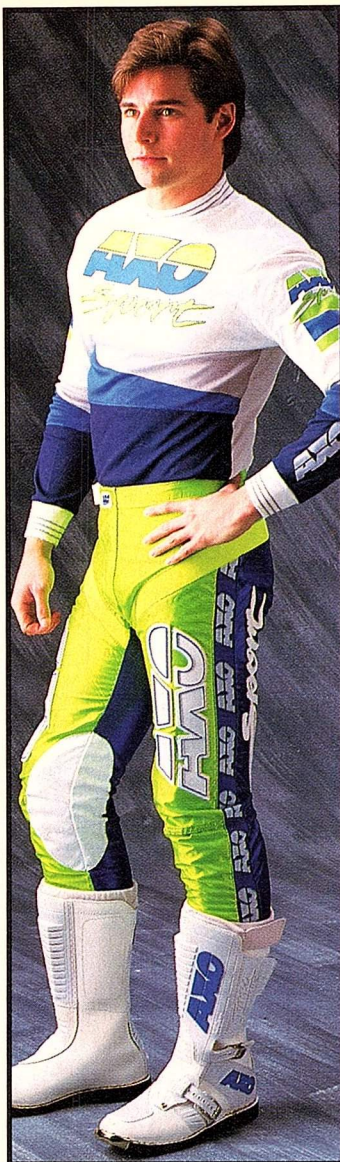
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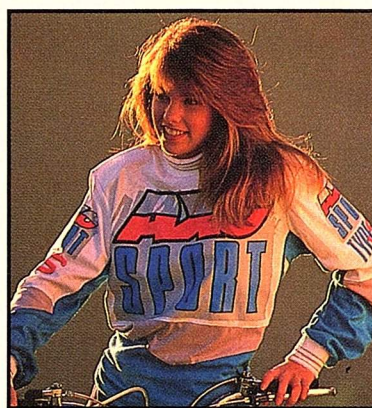
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TAKE THAT, RICKY

Ron Lechien's ride for life

By Todd Smith

□ The hot rumor around the pits lately has been that Ron Lechien will not be a part of Team Kawasaki in 1989. Many voices say that, although Ron is the most talented rider on the circuit and capable of roosting any rider, including Rick Johnson, he lacks the ambition and training to actually do it. Ron has proven he is capable of running with Johnson and teammate Jeff Ward, but beating them has been another subject altogether—until the 500 series, that is.

Ron came to Ohio one week after his much-ballyhooed duel with Rick Johnson at Steel City, Pennsylvania. Ron had lost the second moto win and the overall when Johnson passed him on the last half a lap. He vowed to beat Johnson in Ohio and gain revenge. A win would also help tighten the points race between he and Johnson as well as quell any talk that he didn't have what it takes to win a championship.

RON'S BUCKEYE DAY

Ron Lechien accomplished what he had set out to do by running away with both 500 class motos. Ron finally got good starts and quickly passed those few riders in front to take the lead. Once he got in front he made sure that he stayed there. His two wins have closed the lead Johnson has to 15 points, and puts him in a viable position to win the title with two rounds remaining. Ron will need to win the championship to retain his position at Kawasaki, and regain the respect he had in the early years of his career.

Meanwhile, in the 125 class, George Holand continued to close in on the 125 National Championship by winning his third National of the year. George has steadily amassed a healthy lead by riding conservatively and consistently to gain maximum points in each event. George appears to be in the driver's seat and can wrap up the title in the next race.



Not this time: It is a rare occasion when Rick Johnson is beaten hands-down, but in Ohio he was. In the first moto Rick finished second, but was never a threat to Ron Lechien. In the second heat Rick had a great start, but crashed on the first lap. Rick charged through the pack to finish fifth, for fourth overall.

A leader: Jeff Leisk has established himself as a viable big-bore contender with rides like his second moto in Ohio. Jeff took command and held off Ward and Lechien for most of the moto before being passed late in the race. ►





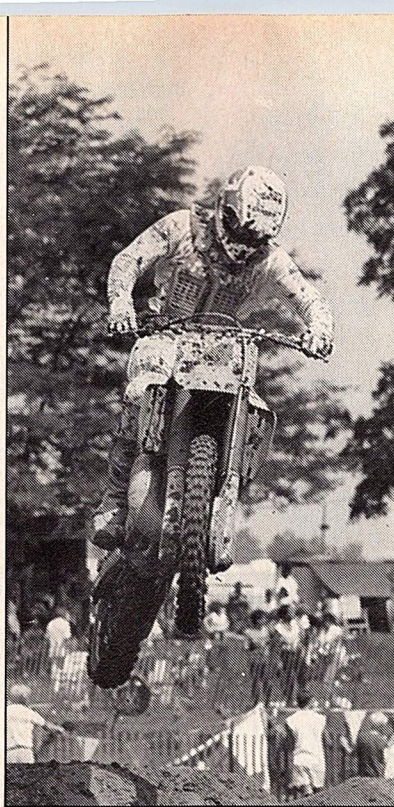


The knife: Shaun Kalos returned to action in Troy after missing most of the summer's racing while recovering from arthroscopic knee surgery. Shaun posted 8-11 moto finishes to end the day's racing in tenth overall. Rumor has Shaun as a possible replacement for Jeff Leisk at Team Honda should Jeff go to Europe.



Jousting: The 500 series has seen several good moto-long duels between Jeff Leisk (7) and Jeff Stanton (8). In the first 500 moto the two diced back and forth, with Leisk finally getting the upper hand. Leisk led most of the second moto until a bobble let Ward and Lechien slip by. Both Leisk and Stanton have the ability to win a race.

◀ **Taking charge:** Starts become crucial in mud races, which was the case for the first 125 moto in Troy. George Holland (3) grabbed the holeshot ahead of Donny Schmit (16), Erik Kehoe (9), Ron Tichenor (23), Ty Davis (191) and Derrick Roe (961) to ensure clear sailing on the first lap.



Mud in your eye: When the tracks get muddy and rutted, most bets are on Ron Lechien for the win. While most racers despise the goo, Ron gets pumped up for it. In the first moto Ron quickly got out front and never looked back. In the second heat he overcame a miserable start to pass Jeff Ward and Jeff Leisk for the lead late in the moto. It was Ron's first outdoor win in over a year.



Derrick who?: Unknown local talent Derrick Roe shocked the factory troops by jumping into the top five, and staying there, in the first moto. The young rider returned in the second race with a strong eighth-place finish to garner fifth overall at his home track.

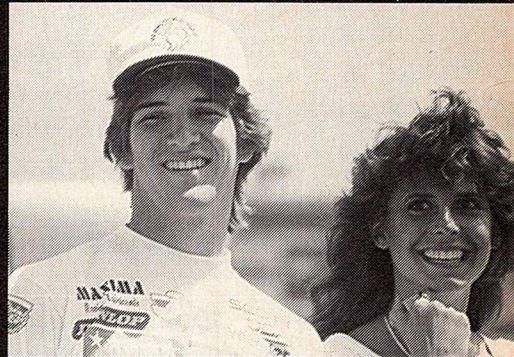
TROY, OHIO

RON LECHIEN

TITLE CONTENDER

MXA: Ron, you finally won a National this year. Tell us about it.

Ron: Well, it's been coming. I've been trying all year and it finally happened. Basically, I ran away from everyone in the first moto. Rick was there, but never really a threat. I don't know what his problem was, but everything went well for me. I don't know what it was, I didn't really feel any faster than I normally do.



In the second moto I got a horrendous start. I was about 20th and tried to work up as fast as I could. I passed Ricky when he went down and passed a few more guys and got into third behind Ward and Leisk. They were really dicing. Then, at about the halfway point, I fell over. I didn't stall the bike and I was soon able to catch back up to them. I kept pushing and I was able to pass them and pull away. I was really pumped to win!

MXA: Do you think you can win the championship?

Ron: I think I have a good shot at it. Beating Rick has boosted my confidence and I'm going to do every thing I can to do it again. It isn't going to be easy, but I'm sure going to try.

MXA: The big rumor is that your days at Kawasaki are numbered. Is that true, and how do you feel about it?

Ron: That's the word, and it is true. I've been talking around, but right now Kawasaki won't talk to me until the 500 series is over. I don't want to wait that long because there are other riders who are looking for rides right now, and my ride is one of them. I want to stay at Kawasaki. I'm not up for another bike change and I feel comfortable on the bikes. Plus, the people are really good. They've stuck with me through a lot of problems and I'd like to reward them with a championship.

Right now, I think they are making me sweat it out, and maybe it is something of an incentive. I don't know if winning the title will guarantee that I have a job, but it can't hurt. I just hope everything works out and I win the title and stay at Kawasaki! •

TROY, OHIO

GEORGE HOLLAND

CLOSING IN

•**MXA:** George, nice ride. Tell us about your motos.

George: Not much to say. In the first moto I got a good start and was leading until my arms pumped up. I guess I was riding a little tight. Then Cooper nearly landed on me and I really got tight. Cooper passed me and I followed him and finished second.

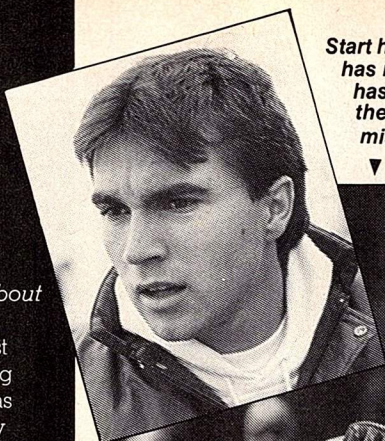
In the second moto I got a great start and opened up a lead on Donny Schmit. I added to it on each lap, then backed it down at the halfway point. Donny didn't close up any, so I was able to ride easy to the finish.

MXA: Are you starting to feel the pressure of winning a title?

George: I've been feeling it all year. Once you get into the points lead you don't want to do anything to mess it up. You can't ride overly aggressive and try to win every race, and you can't ride too conservatively, either. You have to be consistent and do better than your nearest competition.

MXA: Today you opened your lead to 67 points over Erik Kehoe. How do you feel?

George: I feel good, but I can't be too confident. Today Erik crashed and DNF'd the second moto which really helped, but you hate to win that way. If [the championship] is getting closer, but I won't actually count on it until it is wrapped up. The fat lady isn't singing yet, but she is starting to hum! •



Start humming: George Holland went 2-1 to take first overall, and has moved one step closer to the 125 National crown. George has steadily been piling up points with rides at the front of the pack, while the competition has suffered from repeated mis-cues. George currently leads the standings by 67 points.



RESULTS: KENWORTHY'S 125/500 NATIONAL Troy, Ohio

125 Class

1. George Holland(Hon)	2-1
2. Guy Cooper(Hon)	1-5
3. Donny Schmit(Suz)	4-2
4. Ty Davis(Suz)	3-3
5. Derrick Roe(Kaw)	5-8
6. Larry Brooks(Kaw)	7-7
7. Mike LaRocco(Yam)	11-6
8. Todd DeHoop(Suz)	16-4
9. Ron Tichenor(Suz)	9-10
10. Jason Upshaw(Hon)	8-12

500 Class

1. Ron Lechien(Kaw)	1-1
2. Jeff Leisk(Hon)	3-3
3. Jeff Ward(Kaw)	5-2
4. Rick Johnson(Hon)	2-5
5. Jeff Stanton(Yam)	4-6
6. Dennis Hawthorne(Kaw)	6-8
7. Mike Fisher(Kaw)	14-4
8. Fred Andrews(Hon)	7-10
9. Jeff Frisz(Kaw)	9-9
10. Shaun Kalos(Yam)	8-11

STANDINGS: WITH TWO EVENTS REMAINING

125 Class

1. G. Holland	431
2. E. Kehoe	364
3. G. Cooper	350
4. D. Schmit	345
5. L. Brooks	261
6. R. Tichenor	258
7. M. LaRocco	217
8. T. DeHoop	206
9. K. Bowen	172
10. T. Davis	138

500 Class

1. R. Johnson	181
2. R. Lechien	166
3. J. Leisk	153
4. J. Stanton	145
5. J. Ward	116
6. F. Andrews	114
7. T. Watts	102
8. T. Carson	87
9. M. Fisher	72
10. K. McMillen	60



On the rise: Southern Californian Ty Davis got great starts and stuck with the leaders to garner two third-place finishes for third overall. Ty is yet another up-and-coming 125 rider whose talents continue to improve as the season wears on. Expect Ty to be in the thick of things in '89.



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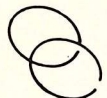
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CR80	1980-87	\$18.60
CR125	1981-85	37.35
CR125	1986	33.10
CR125	1987	36.90
CR250	1981-85	43.40
CR250	1986-87	36.45
CR500	1984-87	56.00



RINGS

CR80	1980-83	\$ 7.10
CR80	1984	12.95
CR80	1985	14.07
CR80	1986-87	7.10
CR125	1981-85	14.15
CR125	1986-87	7.90
CR250	1981-87	17.35
CR500	1984-87	20.80



GASKET SETS

CR80	1980-82	\$ 9.65
CR80	1983-85	14.65
CR80	1986-87	13.65
CR125	1981-85	11.95
CR125	1986-87	16.80
CR250	1981-86	14.50
CR250	1987	16.80
CR500	1984-85	14.40
CR500	1986	15.25
CR500	1987	17.30

CRANK ASSY.

CR80	1980-83	\$105.95
CR80	1984-87	77.75
CR125	1981-87	97.15
CR250	1981	161.05
CR250	1982	172.65
CR250	1983-87	147.75
CR500	1984-87	147.75

CLUTCH PLATES/FIBER

CR80	1980-83	\$3.10
CR80	1984-87	6.35
CR125	1981	4.70
CR125	1982	6.34
CR125	1983-86	4.92
CR125	1987	6.34
CR250	1981, 83-87	4.92
CR250	1982	6.34
CR500	1984-87	4.92



CLUTCH PLATES/METAL

CR80	1980-87	\$2.75
CR125	1981	3.25
CR125	1982-87	4.00
CR250	1981-87	4.94
CR500	1984-87	4.94

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CR125	1982-83	11.95
CR125	1984-87	19.95
CR250	1981-83	9.95
CR250	1984-87	19.95
CR500	1984-87	19.95

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CR80	1985-87	7.95
CR125	1981-82	9.95
CR125	1983-86	11.95
CR125	1987	19.95
CR250	1981-82	9.95
CR250	1983	11.95
CR250	1984-86	11.95
CR250	1987	19.95
CR500	1984-86	11.95
CR500	1987	19.95



SWING ARM BEARINGS

CR80	1980-81	\$5.45
CR80	1982-85	8.85
CR80	1986-87	7.40
CR125	1981-85	8.16
CR125	1986-87	6.12
CR250	1981-85	8.16
CR250	1986-87	6.12
CR500	1984-85	8.16
CR500	1986-87	6.12

SWING ARM BEARING SPACERS

CR80	1980-87	\$ 8.60
CR125	1981	11.00
CR125	1982-84	7.95
CR125	1985-87	8.50
CR250	1981	11.00
CR250	1982-84	7.95
CR250	1985-87	8.50
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CR500	1985-87	8.50

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CR80	1986-87	\$107.22
CR125	1984-87	107.22
CR250	1984-87	107.22
CR500	1984-87	107.22

FRONT BRAKE LEVERS

CR80	1980-81	\$ 3.45
CR80	1982	10.45
CR80	1983-87	6.10
CR125	1981-82	10.44
CR125	1983-87	6.10
CR250	1981-82	10.44
CR250	1983-87	6.10
CR500	1984-87	6.10

CLUTCH LEVERS

CR80	1980-81	\$5.40
CR80	1982	6.10
CR80	1983-87	6.10
CR125	1981-82	6.10
CR125	1983-87	6.10
CR250	1981-82	10.54
CR250	1983-87	6.10
CR500	1984-87	6.10

REAR BRAKE LEVERS

CR80	1980-82	\$17.15
CR80	1983-87	9.85
CR125	1981-82	28.08
CR125	1983-87	38.99
CR250	1981-83	39.79
CR250	1982	44.23
CR250	1984-87	36.30
CR500	1984-87	36.30

SHIFT LEVERS

CR80	1980-81	\$10.80
CR80	1982	12.65
CR80	1983-87	19.95
CR125	1981-87	25.72
CR250	1981-82	47.82
CR250	1983-87	26.60
CR500	1984-87	26.60

HANDLE BARS

CR80	1980-82	\$25.55
CR80	1983-87	21.70
CR125	1981	41.09
CR125	1982-87	29.04
CR250	1981	39.56
CR250	1982-87	29.04
CR500	1984-87	31.23

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FORK SEALS

CR80	1980-81	\$ 4.35
CR80	1982-87	9.45
CR125	1981-82	5.96
CR125	1983-86	10.28
CR125	1987	9.56
CR250	1981-82	5.64
CR250	1983-87	9.56
CR500	1984-87	9.56

THROTTLE CABLES

CR80	1980-83	\$5.80
CR80	1984-87	6.20
CR125	1981-84	7.26
CR125	1985-87	6.58
CR250	1981, 83-84	8.13
CR250	1982, 85-87	7.26
CR500	1984	8.13
CR500	1985-87	7.26



CLUTCH CABLES

CR80	1980-82	\$7.25
CR80	1983-87	5.85
CR125	1981-84	8.34
CR125	1985-87	7.20
CR250	1981-82	8.38
CR250	1983-84	7.46
CR250	1985-87	6.71
CR500	1984	7.46
CR500	1985-87	6.71

AIR FILTERS

CR80	1980-81	\$ 7.90
CR80	1982-83	18.75
CR80	1984	22.35
CR80	1985-87	18.75
CR125	1981-87	18.20
CR250	1981-87	18.20
CR500	1984-87	18.20

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Falling behind: This has not been a very good year for Erik Kehoe. Erik started out strong, but has since been unable to put together consistently good motos. In Ohio, Erik finished sixth in the first moto, and then crashed in the second moto, injuring his back. Erik will miss the remaining two races.

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Sleeper: Todd DeHoop is the Michigan Mafia's least-known star, though not for long. Todd won the 125 East Supercross title, and made good use of his indoor skills on the jump-laden Kentworthy course. Todd finished eighth overall with 16-4 scores. □

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RACE TEST

1989 KTM 350 MX

Innovation isn't always a technological domain

□ People at the track have the irritating habit of calling the 1989 KTM 350MX an "ATM" or "KTK." The joke being that until this season's release of KTM's new mid-sized Open bike, only the American-built ATK 406 offered motocross racers a chance to have more horsepower than a 250cc bike, but less power than the thermonuclear blast of a 500. The motivation behind the 344.6cc, five-speed, water-cooled race bike is threefold. First, ATK has been phenomenally successful in touching off responsive chords in the American public with their "Little bike that could" philosophy. KTM would like to capitalize on what could be a new market profile. Secondly, the rapid growth of Veteran (Over-30) racing has defined a need for a mid-sized Open bike. Vet classes, in most locales, don't have any displacement restrictions on entries. That means that you can run whatever you want. Do you want to race a 500 or a 250? KTM is banking on the fact that many riders would like to have more power than a 250, but less power than a full 500. Finally, the current American motorcycle market is wide open to innovation and new ideas. Buyers are wherever you find them, and the company that seeks out customers with special product offerings will steal sales from their competition.

HOW FAST IS IT?

To tell the truth the KTM 350MX isn't the fastest thing on two wheels. While ATK's 406 is giving away only 100cc to the big-bores, the KTM is handicapping itself to the tune of 150cc. Power output is torquey, manageable, steady, enduroish, broad and devoid of blasts, bulges or dips. Where a 250 MXer hits hard, revs quick and requires aggressive riding, the KTM 350MX depends on long pulls with its tractor-like spread of horses. It has more horses (across a broader range) than a top-notch 250, but none of the rapid burst. It pulls! Of course, it doesn't pull like a 60-horsepower 500cc

moto-monster. What does? But the KTM also doesn't suffer from the overdose of wheel spin, wheely-itis and arm dislocating retro-power that the big bikes are famous (infamous) for.

The best way to race the KTM 350MX is to choose lines closer to what a 500cc bike would use in order to keep the smooth, tractable delivery optimized. Then, when you need to, you can jam the KTM into a tight inside line and give it the whip-it 250-style treatment. The bike is versatile and raceable, but smoothness in the powerband rewards smoothness in the rider's lines.

Enduro base: Last year KTM offered the 350MX in an enduro form only, but with the popularity of Vet racing and the ATK 406, the Austrian powers decided to turn the enduro bike into a motocrosser.

CAN YOU GO FAST ON IT?

Yes! Making competitive moves on the KTM 350MX demands that the rider use the extra ponies (mated with their manageability) to get a good start. With 100cc more than the 250s and 150cc less than the 500s, starts are where the KTM really shines. As with the three bears' porridge, a full 500 comes out of the gate too hot, while a 250 can be a little cool—350cc is just right! Remember, in a Vet race 500s, 250s and 125s are all mixed together. The proper combination of hair-trigger reflexes, controllable power and a straight drop are always translated into good starts.

Being up front to begin with helps, but the KTM 350MX has to keep you there. It might have a little trouble doing that on specific types of tracks. Big, fast, sweeping tracks will favor 60 horsepower over 40 every time, and tight twisty tracks give an edge to the sudden acceleration and burst of the 250s. Magnifying the KTM 350 MX's problems is a gap between second and third gears which negates a lot of the engine's potential. Test riders were either revving out in second or bogging in third. We thought that the KTM 350MX might have been equipped with the KTM 350 enduro gearbox, but it wasn't! It just has a big jump. To fix it we added a two-teeth larger rear sprocket. First gear was useless anyway, so the lower gearing made third gear the gear of choice.

HOW DOES IT WORK?

Jetting was close, but a little fat on the bottom. Carburetion is achieved by a 38mm Dellorto PHBE unit. We've had unbelievably good luck with Keihin transplants on Katooms, and the 350 would probably benefit in overall crispness. Some 1989 KTMs will come stock with the Japanese Keihins.

Clutch action is stiff, gritty and not up to Japanese clutch standards. The hand effort







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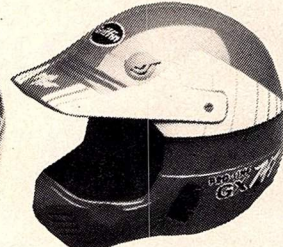
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KTM 350MX



Big air: Even when it's sitting on the ground, the KTM 350MX keeps the rider pretty high up in the air. Seat height is Empire State Building-like and it isn't helped by the thickly padded seat and high-profile rear tire.



Dialing for damping: For 1989 White Power has introduced a new set of upside-down forks that offer adjustable compression and rebound damping with the turn of a knob. Very trick and very adjustable.

required was excessive, but oiling the cable and carefully routing the line could make it easier. Magura levers benefit from the infamous *ATK mod*, so named because ATK drills a new pivot hole in the Magura perch thus increasing leverage.

Shifting was good, except that riders tended to miss an occasional third gear on

the upshift. We positioned the shifter a little higher on the shaft to get an extra length of toe under it and that improved the surety. The best policy is to make solid foot movements instead of just jabbing at the lever. It doesn't snick into gear, it has to be thumped in.

Let's not bore you with a diatribe on the history of KTM disc brakes—suffice it to say that every year for the past four years KTM has totally redesigned their brake systems. The 1989 KTM has a new generation of single-piston Brembo brakes, and they seem

Long haul: Thanks to the torquey motor, the KTM can rail around turns in a tall gear while digging a trench with the rear tire. We opted to lower the gearing to enhance the use of third and to lessen the gap between second and third.

to have resolved most of their problems. The front needs to be bled at very regular intervals. The better it is bled the more firm it feels. On the back, the rear brake did its job—no one complained, no one could remember whether it worked well or not, and that normally means that it works well.

The 344cc engine has a Nikasil liner, triple exhaust ports, eight-petal reeds and a Motoplat ignition. All of this points to a bike that will run long and reliably. It starts very easily, which you will appreciate when you try to get your foot hoisted up onto the incredibly awkward left-side kickstarter. Most riders are used to right side (right leg) starting. Switching to the traditional Euro-style left-side regimen can drive you up a wall. Thankfully, 344cc isn't that difficult to kick over. If it were, we'd park on a hill.

HOW DOES SHE HANDLE?

KTM has a dream chassis. The bike turns as good as any bike made. By far, the KTM's ability to make accurate and predictable cuts wowed every test rider. Tires can't really be factored into the bike's handling because the stock Metzeler multi-crosses aren't as good as most of the special-use rubber that is available. That the KTM would stick, carve and slice without a quiver has to be directly attributed to KTM's finely

KTM 350MX

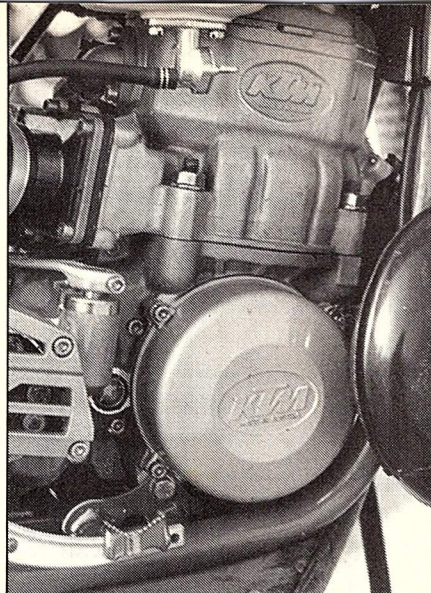
spec'd front geometry, weight bias, trail and natural feel.

What didn't feel natural on the KTM was the bike's height. It is a tall, heavy-feeling machine. Seat height reminded everybody who rode it of the old days of Euro bikes. Too much like a skyscraper. The high-profile rear tire added to the feel, as did the thickly padded seat. Riders over six feet felt more comfortable than short ones.

Getting the bike to feel balanced (front and rear) wasn't easy because the KTM tended to ride in a stinkbug-style stance. This nose-down attitude increased the tendency for the 350MX to feel very busy on rough straights and choppy chutes. Headshake wasn't a major complaint, but a rear-end wag at speed was. Most of the chassis' inaccuracy from corner to corner was caused by the stock suspension.

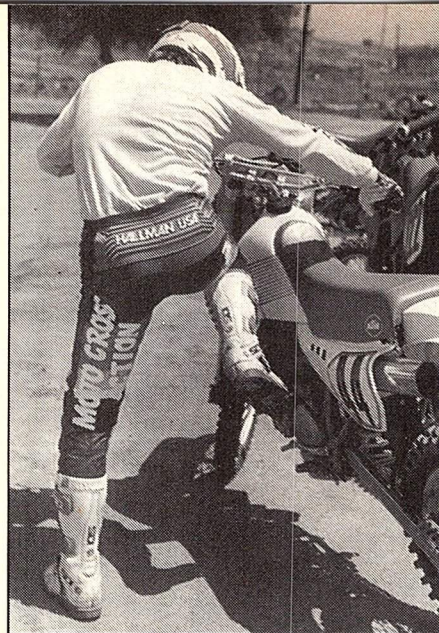
DOES IT KA-SPROING?

In fairness to our test bike, KTM told us that the suspension settings were not carved in stone, and that if the MXA wrecking crew would provide them with additional info they were willing to make damping changes. That's good, because if the settings weren't carved in stone, the suspension on the bike sure felt like it was—it *ka-sproinged!* Boing, boing, ka-sproing! The forks were harsh on mid-stroke com-



Massey-Ferguson: Built around the KTM 500 cases and casting, the 350MX churns out a pleasant, broad, usable and tractor-like spread of horsepower. Output is just about perfect for riders who don't like pipey 250s, but can't see manhandling a 60-horsepower 500.

pression damping, but lacking in overall spring stiffness. The new White Power forks feature externally adjustable compression and rebound, but we ran the forks on full soft compression to get the harshness out and full slow rebound to get the fastness out. It didn't work. Even if the forks are ad-



High chair: Kick-starting the KTM 350MX can be a major obstacle to a short rider. Luckily, the KTM starts on the first kick. Left-side kickstarters aren't all that bad, but ones this high up are.

justable, the correct setting wasn't found on either dial. What would we do? And what did we tell KTM? Switch to stiffer fork springs with less or no pre-load, improve overall front fork compression damping to eliminate the mid-stroke spike and add a lot more rebound.

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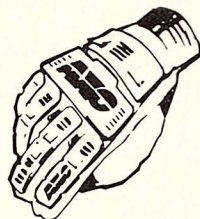
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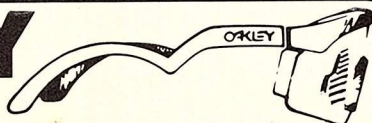
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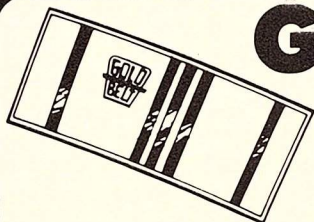
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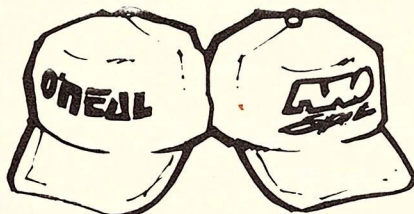
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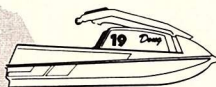
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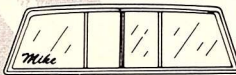
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KTM 350MX



Laid over: KTM may be the best-turning motocross bike made. It has all the good traits of a Honda, without the twitchiness on fast straights. Even with the average Metzeler Multi-Cross rubber, the Katoom handles like it has spikes in the tires.

The shock was much worse than the forks. Shock action was inadequate through square-edged bumps. The bike tended to bounce on the first whoop, pack on compression by the second whoop and rebound violently off the third. When you faced only one or two whoops you could blast through. Three or more forced a "discretion is the better part of valor" approach. We were lucky enough to take the head honcho of White Power USA with us during several race sessions. He tried the bike. He knows that there's a problem. We believe White Power will come up with a fix.

WHAT DO WE REALLY THINK?

It is not an ATK clone. There are substantial differences between the two bikes, and there is virtually no cross-over marketing at all. In our opinion, KTM 350MX owners won't be making a decision between the KTM and an ATK. What ATK offers KTM doesn't and vice versa.

This really is a Veteran class motocrosser. It will appeal to riders who are tired of hard starting, over-powered monster bikes, and who don't feel happy with the "popcorn" powerbands of the current crop of 250s. Would we race it in the Open class against a full squad of 500s? Yes, once we geared it down, fixed the suspension and got used to it. It could be a giant killer. The best thing about the KTM 350MX is that it innovatively approaches the motocross market with an eye toward real people. The technological fact sheet isn't anywhere near as important to the KTM 350MX as is the human fact sheet. This bike was built to give people something that they can't get from the Big Four. □

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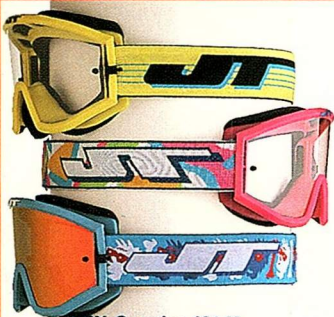
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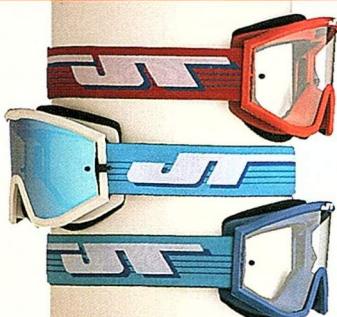
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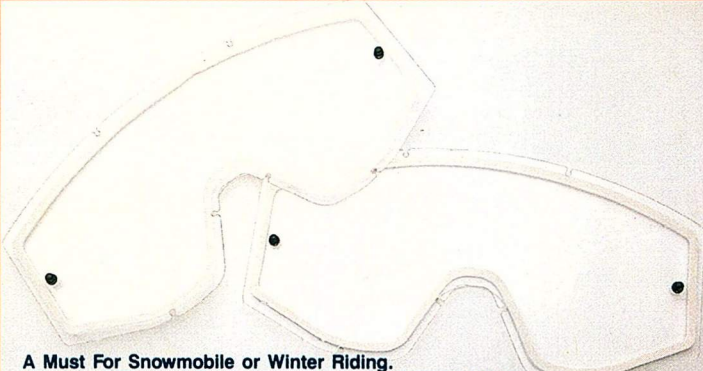
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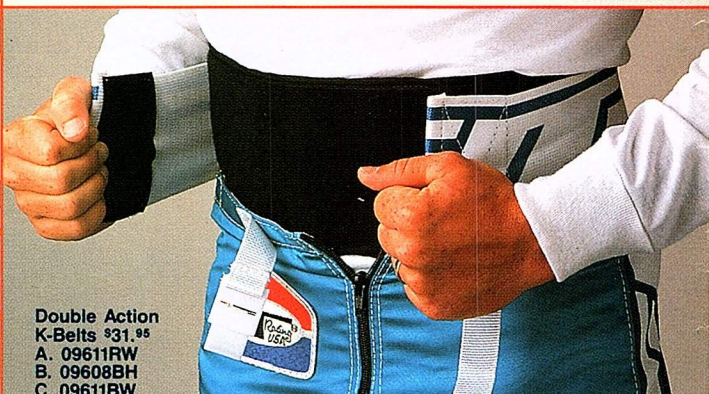
52008JSWB



V-1000 \$63.⁵⁰

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K-Belts \$31.⁹⁵
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B. 09608BH
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02061CY00

02058WH00

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02060RD00

02060WH00

02060CY00



Pat Gomm

Marty Smith



Ron Lechien

Broc Glover

Shaun Kalos



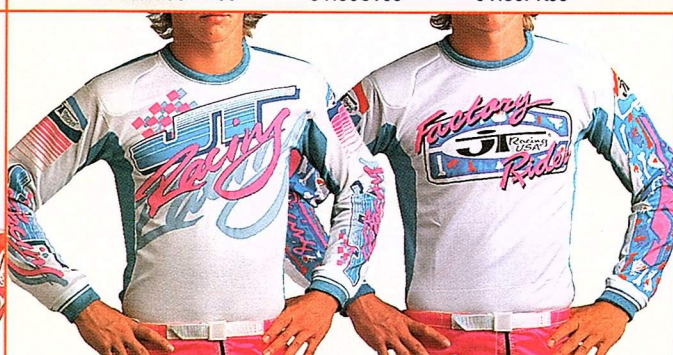
Halfstream \$4.⁹⁵
04170CY00 04170YL00 04170PK00



Mouthtrap \$9.⁵⁰
04130WH00 04130CY00 04130PK00



29237WR 29240WT 29239WR

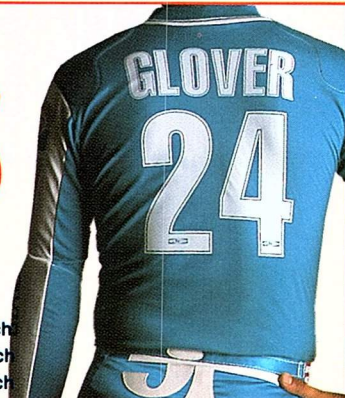


29242WC 29062WC



Elbow Guards \$39.⁰⁰ 50167RD 50167BR

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BoneHead 09308BH02 \$25.⁹⁵ Cyan 09308CY02 \$24.⁹⁵



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(Dimensions L-20" x W-14" x D-17")



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Fullstream \$7.95

04180WH00

04180YL00

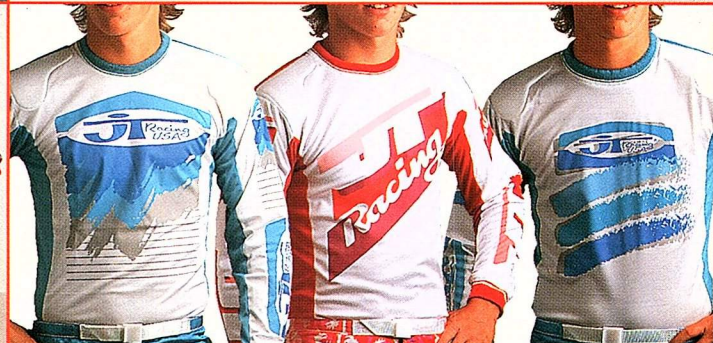
04180CY00



V-2000 \$99.00

52000JTSB

52000JTPB



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29241WR

29236WT



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FROM WHENCE WE CAME

THE YAMAHA DT-1

AN AMERICAN LEGEND

The best thing that
ever happened
to motocross

By Jody Weisel



Da kine bike: Yes Virginia, it did come with headlights, speedo and mirrors, but they didn't last long. Americans gobbled these white-tanked, \$700 wonders up as fast as they could be unloaded from the boats. The DT-1 did for off-road riding what McDonald's did for hamburgers.

□ The best thing that ever happened to the sport of motocross was the introduction of the 1968 Yamaha DT-1! Nothing like it existed before, and more than likely nothing like it will ever appear again. The DT-1 isn't a bike you would look at today and immediately understand the divine inspiration that formed it, but in those fledgling off-road years of the '60s the DT was to motocrossing what the electric guitar was to rock and roll. The startling impact of the 1968 Yamaha DT-1 is what lured you, me and a host of American teenagers off of the baseball diamonds, out of the movie theaters and away from street corners for the thrill of a life-time. It was a watershed piece of history. How did it happen and has it really meant that much?

THE CLOCK MAKER'S DREAM COMES TRUE

Torakusu Yamaha never saw a motorcycle, and while part of his myth comes from an amazing 200-mile journey that he made, it was on foot that he approached his position in history. Born in 1851, Torakusu Yamaha worked as a skilled clock maker and meticulous craftsman. His reputation as a man who could fix anything led to a job that was going to change his life and, in time, off-road cycling. In 1887 the city of Hamamatsu

had come into possession of an American-made organ. This wondrous musical instrument was a rarity in 19th-century Japan, and the people of Hamamatsu would gather in droves to hear it play on the one day a month that the city fathers allowed public recitals. As the crowds grew larger every month, you can imagine the scene when the organ broke down after only two-and-a-half months. Nobody in Hamamatsu had ever seen an organ—let alone repaired one. Thus entered Torakusu Yamaha. He not only repaired the organ, but became so fascinated with the musical instrument that he built his own harmonium version from scratch. After months of work Torakusu decided to take his instrument to the Japanese Music Certification Office in Tokyo. Unfortunately, the only way to get the instrument to Tokyo was to carry it! 200 miles! He did!

Yamaha's harmonium, however, failed to pass the music certification, but a year later his second version not only passed the test, it was declared to be of equal quality to any instrument (foreign or domestic) in Japan. Thus, Torakusu Yamaha went into the piano and organ business. He died in 1916. His company was not to produce a motorcycle for another 40 years.

SINCERE FLATTERY OF THE COPYING KIND

The first Yamaha was a rip-off! In 1955 there were over 100 motorcycle manufacturers fighting over the Japanese market. Yamaha was just entering the motorcycle business and faced the wrath of the already established marques of Lilac, Marusha, Tohatsu, Showa, Meguro, Miyata and Honda. In order to guarantee that their machine would be competitive and successful, Yamaha decided to not risk everything on an unproven design. Instead, they made a near copy of the historically significant German-built DKW RT-125. DKW had been building two-stroke engines since 1919 and Yamaha's 1955 YA1 was a 123cc oriental version of the *Das Kleine Wunder* (DKW).

THE ST. HELENS NATIONAL

Yamaha won the first race it ever entered! In order to make its 1955 YA1 come to the immediate attention of the motorcycle-saturated Japanese public, Yamaha decided to enter a team of its bikes in the Mount Asama Volcano race. The Asama Volcano race was a 12.5-mile race up the shifting, volcanic ash roads at the foot of a mountain situated 120 miles north of Tokyo. The fledgling Yamaha team shocked the other manu-

DT-1

facturers by winning the Asama Volcano race. Instant sales success! Young Japanese enthusiasts flocked to buy the "Red Dragon-fly" as the YA1 came to be known.

COMING TO AMERICA

Catalina is a small resort island 23 miles off the coast of Southern California. In the 1950s, the island, owned by the Wrigley Chewing Gum heirs, had a reputation as a holiday playground for the rich. In America it was also the scene of one of the most unique motorcycle races on the West Coast—the Catalina Grand Prix. The race course started in the city of Avalon and wound its way up the mountainous gravel roads before plunging back out of the hills and down into the seaside resort town. It was at Catalina that Yamaha made its first overseas appearance. The year was 1958. The machine was the 249cc twin-cylinder Yamaha YD. The rider's name was Itoh. The competition was BSA, NSU, DKW and Triumph. Winners of the Catalina Grand Prix include Feets Minert, Bud Ekins, Dave Ekins and, no, it didn't include Itoh and his YD. But his sixth-place finish from dead last buoyed the hopes of Yamaha, and the plan to go racing outside of Japan was formulated.

SEALING YOUR OWN FATE

Corporate avarice is an evil that sometimes has good benefits. Torsten Hallman had brought Husqvarna four 250 Championships in the rugged world of European motocross, but by 1970 Torsten was of little value to the Swedish manufacturer. An ailing back and 14 years of service at Husky meant that his championship hopes were waning. Husqvarna wanted to put their resources on young rising stars Heikki Mikkola and Hakan Andersson. To get rid of Torsten, Husqvarna offered Hallman a pittance of his previous contract, believing he would turn it down and disappear into retirement. Torsten turned it down just in time to receive a phone call from Yamaha. They asked the four-time champ to ride their new, untested, prototype motocross bike for a one-time test session. Hallman told them that they needed a complete development program, and that he was their man. Torsten Hallman signed a three-year contract that was going to culminate in the development of the first YZ and Yamaha's first World Motocross Championship. Husky's attempt to dump their old loyal employee paid off—for Yamaha!

GETTING SPIT OFF A CZ

In the early '70s Lucien Tilkens had a son who raced CZs. And Tilkens was depressed by how often his kid was pitched over the bars. The professor at Liege Engineering College in Belgium believed that he had a solution. Stealing a little design inspiration from the Vincent road bikes of the early 1950s, Tilkens built his son a monoshock



Those were the days: Hideaki Suzuki blasts a GYT-kitted Yamaha DT-1 to victory at the 1969 Japanese Junior Championships. A GYT-kit was a box of hop-up parts that Yamaha sold to turn the dual-purpose DT-1 into a motocross bike. Note the missing oil pump on the cases.

CZ. Enlightened by the fact that his kid was eating dirt less often on the single-shock CZ, Tilkens called on his friend Roger DeCoster, a factory Suzuki rider, to come over and test the machine. Roger did! He loved it. DeCoster called Suzuki and told them about Tilkens' monoshock design. Suzuki took a look at the design but told DeCoster that it wasn't a good idea. And immediately after Suzuki turned it down, Lucien Tilkens received a phone call from Yamaha. Two years later Yamaha's monoshock YZ250 won the World Championship.

STEPPING INTO THE PAST

But we are getting ahead of ourselves. Hallman, YZs, monoshocks and World Championships were all great moments in Yamaha history, but they are moments that would not have existed without the development and success of the Yamaha DT-1.

In the early '60s Americans were beginning to get into riding motorcycles off-road, and there were motorcycles for them to ride if they could work with their hands, speak Spanish or knew which way to turn a Whitworth bolt. Triumph, Greeves, BSA, Bultaco, Montesa, DKW and all manner of street machines were modified to ride in the deserts and trails of America. Desert sleds were the order of the day as California desert racers piloted 350-pound, twin-cylinder British four-strokes across the Mojave. You either bought a one-off European race bike, which had very little parts support, or you modified a British sled and went racing.

One of the young motorcycle racers out in the desert in 1966 was a Yamaha employee named Dave Holeman. Holeman loved desert racing, and he talked a buddy of his at Yamaha into going out with him to a couple of races. Dave's buddy was Jack Hoel, who just happened to be in charge of Research and Development for Yamaha USA. Jack was an accomplished scrambles racer and his father, Pappy Hoel, was the founder of the Black Hills Rally. After Hoel and Holeman had spent some time in the desert and had seen the mix-and-match style of equipment being raced, they were



Why-Zed testing: Gary Jones (88) became the National Champion while developing the first of the YZ-models. Gary's Yamaha has had tricks on them that are still being used today, including magnesium cases, reed-valved motors and phenomenally light weight.



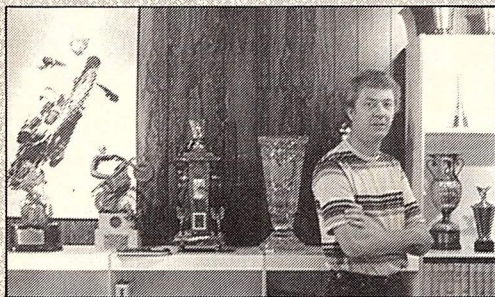
Black eye: Yamaha wanted Ake Jonsson to ride for them so much that they were willing to do whatever the Swedish star wanted. One of the things Ake wanted was Maico forks on his YZ. The Japanese swallowed their pride and had to live with everybody calling Jonsson's bike a "Yamaico."

convinced that Yamaha could produce a machine that would suit this market. What they needed, assessed Holeman and Hoel, was a lightweight, durable, 250cc motorcycle that you could ride to work Monday through Friday, and strip down for racing on the weekends. But the fact that the two Americans thought they had a great idea didn't mean that anyone else in the world believed it. This kind of bike had never been built by the Japanese, who preferred to take twin-cylinder, two-stroke and four-stroke street bikes, add up-pipes and a racey name (like Big Bear Scrambler) and sell those as dual-purpose bikes. Hoel approached his Japanese bosses in Los Angeles, and they liked the idea enough to suggest further study.

Holeman and Hoel knew what they wanted, but neither of them knew how to build it. So they went out and bought every bike that was already available for dual-purpose use. They looked at Bultaco Camperas, Matadors and Pursangs. They bought Greeves and DKWs, and then finally they found the best of the breed—the Montesa Scorpion. The Montesa Scorpion was a



Surprise: A young Swede named Hakan Andersson got the call to race the Hallman-developed Yamahas in 1972. A year later Yamaha handed Andersson the first monoshock YZ and he returned the favor by winning his and Yamaha's first World Motocross Championship.



The man and his mission: Four-time Champ Torsten Hallman was put out to pasture by Husqvarna. He turned the tables by filling the pastures with kids on Yamaha motocross bikes. As the first development rider, Hallman taught Yamaha everything they needed to know about motocross.

250cc single-cylinder two-stroke. It was street-legal and came with dual-purpose tires. Hoel and Holeman knew that Montesa was no threat to build or sell enough Scorpions to scuttle their own dual-purpose plan since Spanish motorcycles didn't have a good rep for reliability or dealer support.

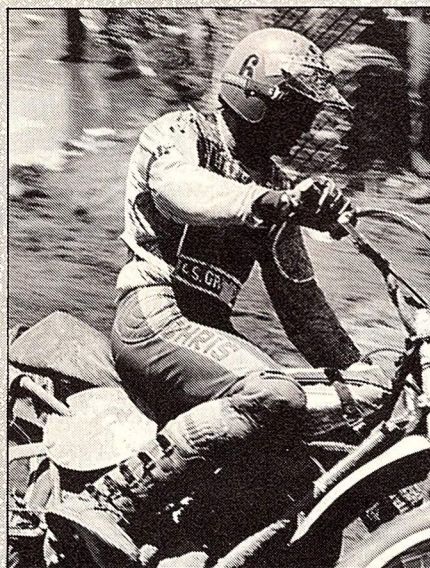
MEANWHILE BACK AT YAMAHA

Back at Yamaha USA, Hoel and Holeman began cobbing up a prototype of what they wanted. They took some Yamaha parts, some Bultaco Pursang parts and some Montesa Scorpion parts. When they finished they had the beginnings of the 1968 DT-1. No, it didn't run and lots of parts were just dummied-up, but they were ready to approach the factory back in Hamamatsu.

To Yamaha's great credit they took the Hoel and Holeman project seriously and flew six engineers over from Japan. Some spoke English, some didn't, but none had the slightest idea what an off-road race, a Montesa Scorpion or a desert sled was. Holeman and Hoel packed them into a van and headed for the Check Chase desert race. In 1966 desert racing was in its wild and woolly days. There were mass starts of 1000 motorcycles, black leather clothes, a fun-loving club atmosphere and an aura of craziness. It was into this mix of the American Wild West that six amazed Japanese engineers were dropped. The race was started by the sponsoring club by exploding a giant dummy dressed up in a rival club's uniform with seven sticks of dynamite! Amid the dust, noise, mayhem, smoke and comings and goings stood the six bewildered and befuddled Japanese engineers.



Jaak the beanstalk: While Hakan Andersson rode into history on the Yamaha 250, Belgian Jaak van Velthoven did the racing in the 500 class. Jaak finished fifth three times and third once during his four years on the Yamaha team. Jaak was replaced by Heikki Mikkola. Heikki won Yamaha the 500 crown in 1977.



Hallman influence: Yamaha maintained their Swedish connection all through the early '70s with riders like Torsten Hallman, Hakan Andersson, Ake Jonsson, Hakan Carlqvist and Christer Hammargren. Most were ex-Husky riders who were well-paid to make the switch.

Holeman and Hoel didn't have the slightest idea of what was going to happen when the six engineers got back to Japan with their stories of the American desert and the welded-up Yamaha/Bultaco/Montesa motorcycle sculpture. Their answer came 60 days later when a crate came from Japan. When they opened it up—there sat two Yamaha DT-1s!

Yamaha got desert star Neil Fergus to do the test riding on the two prototypes. Week in and week out Fergus and riding partner Gary Griffin destroyed the DT-1s. Shocks faded, swingarms bent, frames broke and steering stems split down the middle. Hoel had been sending detailed test reports, drawings and components changes steadily to the Japanese during the course of Fergus' testing, and it was a happy day when the test unit was put into a crate and shipped to Japan to be duplicated.

Imagine the test team's surprise when two days later the first pre-production models arrived on the American docks. The Japanese were so committed to the project that they hadn't waited for the Americans to finish testing the prototype unit. Instead they took the reports, drawings and memos and



Hammerhead: Tim Hart raced for Yamaha during the Pierre Karsmakers days. Tim's YZ featured a strap-on gas tank, hammerhead dual shocks and twin airboxes. The midget silencer crossed over from the other side of the bike.

set up the production line. The Fergus prototype was a much better motorcycle than the Japanese production model, but the die was cast—and the Yamaha DT-1 was built!

AND HISTORY WAS MADE

The bike was an instant success. It wasn't a radically advanced machine. It didn't plow new technological ground, but what it did do was supply the American public with an affordable (\$700), reliable, 18.5-horsepower, 250cc, good-working and accessible off-road motorcycle. From that day on the Japanese were here to stay in the world of off-road cycling. And perhaps because the Japanese hadn't waited for the Neil Fergus test unit to be sent over, the DT-1 wasn't anywhere as good as it could have been. Its frailties spawned the off-road aftermarket business that included accessory forks (Ceriani and Betor), aftermarket shocks (Koni and Girling), aluminum rims (Akront), plastic gas tanks, chromoly bars, hop-up pipes and plastic fenders. A whole new industry was started from the introduction of the DT-1.

The first 8000 Yamaha DT-1s that came to America in March of 1968 were sold out immediately. According to reliable sources, no other model of off-road motorcycle has ever achieved the phenomenal demand in unit sales of the DT-1. The factory was put on overtime and potential buyers in Japan had to wait three months to get their hands on a DT-1. Every one made was headed for America.

And from the DT-1 came the current milieu of off-road motorcycles and, unfortunately, with the coming of the current crop of Japanese off-road motorcycles went the old-line European marques. The Montesa firm that built the copied Scorpion went out of business, and so did Bultaco, Greeves, BSA, Triumph, DKW, Norton, Matchless, Ossa, AJS and, for all practical U.S. motocross purposes, CZ, Husqvarna and Maico. Torakusu Yamaha never saw a motorcycle, but if it hadn't been for him most of us may never have ridden one. □

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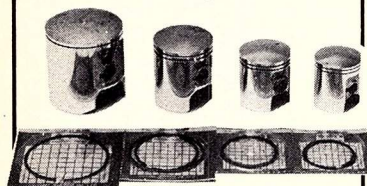
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"Toys, toys, toys. I invested mine wisely in real estate."

"I bought a really neat Datsun pickup, and paid cash."

□ Being a superstar professional motocrosser means fame and fortune. The best riders draw hefty salaries, and with bonuses and sponsor endorsement money their earnings can soar into the high six-figure range. We at *MXA* have all the trappings of a factory ride, minus the big bucks. One day, while sitting in the *MXA* bunker, we wondered what luxuries we would buy if we were fortunate enough to make the money the factory stars do.

Then we wondered what those same stars bought when they got their first factory paychecks. So we got on the *MXA* hot line to get the answers to this burning question. Here is how the stars spent their first big money.

RICK JOHNSON

"I put mine in the bank. But I had been making good money all along, ever since I had turned pro when I was 13. I bought a 1976 Datsun pick-up when I was 15. It cost \$5000 and I paid cash. I was 15, and I had been saving for two years. At that time you could make a killing racing locally in SoCal and I was racing three times a week. My dad paid for all my expenses, but said that I had to use my own money if I wanted a vehicle. I'd hate to be trying to do the same thing now!"

RON LECHEN

"Well, I bought a condo and then spent most of my money getting the place set up. Man, you wouldn't believe how much it cost for furniture and appliances and stereos and stuff. It's really expensive getting a place together!"

BROC GLOVER

"Let's see, well it took a while to save enough money, but I bought Marty Smith's 911 Porsche. It cost me \$18,000 and I was really stoked to get it. I was a 17-year-old kid driving around in a Porsche, and the girls really dug it. Boy, girls can be so shallow!"

JEFF WARD

"Boy, that was a while ago. I got a little up-front money, so I put that in the bank and did the same with my salary checks. Eventually I had enough to buy an SC Porsche. I think everybody was buying Porsches then— they were pretty affordable. Four years later I bought an '83 slant nose 930. I still have that, it's trick."

ERIK KEHOE

"I pinched pennies until I could afford a house. I saved for a year and then bought one. I just sold that one and am having one built. I'll be moving into the new place in October, so I'm really stoked. I haven't bought any outrageous toys or anything . . . yet. It won't be long, though, before I start buying those!"

JEFF STANTON

"I put mine in the bank, and when I had enough I bought a 16-foot Glastron speed boat for water skiing. It's great! I take it out on the lake behind our farm to go skiing. Or I use it to go fishing. I also bought a Jet Ski which I use out there, too!"

MICKY DYMOND

"I put my money in the bank until I had enough for a down payment on a house. My whole kick out of life then was to see

how much money I could get in the bank. I wasn't really into buying cars and all that stuff. I think the big extravagances were buying nice clothes. I didn't buy any toys until I had my house, and then I bought the usual stuff you need for a house. I think the only real luxury I have bought is my Harley. Other than that everything is pretty low key."

DONNY SCHMIT

"I haven't spent it yet! I keep putting my money in the bank, or investing it. I put it into certificates of deposit and mutual funds. I'm preparing for my future, whatever that may be. Well . . . I did buy a Jet Ski."

JOHNNY O'MARA

"My first check wasn't all that big, at least not by today's standards. It was about \$20,000 and I bought a new Toyota 4x4. I had enough money to buy a few toys, nothing big. Then I moved in with Donnie Hansen and paid rent to him. I think I spent most of my money that first year buying dinners for all my friends. Something like that, nothing outlandish."

GEORGE HOLLAND

"When I first started getting a salary from Suzuki I was 16, so I put it in the bank. Then when the Porsche 944 came out I bought one, it was really trick. It became just another car on the road when everyone started buying them, though, and I learned it really wasn't that good of an investment, so I bought a truck. I figured it was better to spend my money on something useful, like property or a good tractor for the farm. If I win the 125 Championship I might use my bonus to buy a new toy!" □

NORTH SHORE'S GP BUSTER

MXA rides Peter Dirkx's NSR CR250

□ One of Europe's young rising talents is Belgian Peter Dirkx. Peter is a developing 250 Grand Prix contender who was recently crowned 250 Belgian National Champion and is ranked third in his nation behind multi-World Champions Eric Geboers and Georges Jobe. Peter also happens to be a privateer riding out of his father's Honda dealership for the Belgian Honda importer.

Being a contender in the Grand Prix circuit takes more than riding talent. It takes a competitive and reliable bike—one that can go bar-to-bar with the factory works bikes yet hold together for the grueling 45-minute motos. In Europe, success isn't measured by



Contender: To be in contention for a World Championship, you must have a competitive and reliable bike. Peter Dirkx is supported by his trusty Honda CR250 and North Shore Racing.

◀ **Confidence:** MXA's test riders loved the firm ride of the Simons base valve forks. They felt the units were a vast improvement over stock, as was the NSR revalving done on the shock. The suspension instilled confidence in the riders when they hammered, with no bottoming, in G-outs or in landings from the monster jumps.



wins, but by amassing as many points as possible in each moto over the course of a season.

Enter North Shore Racing (or NSR for short). NSR is a large race-oriented shop in Illinois that specializes in Hondas—fast Hondas. NSR is a supplier of hopped-up motors to the Belgian Honda importer for their sponsored riders, of which Peter Dirkx is one—thus the NSR/Dirkx connection. Peter was so pleased with the performance of his motors that he decided to race a full-on NSR-package racer.

This is where the MXA wrecking crew comes in. We hooked up with Peter and the NSR crew while Peter was at Unadilla contesting the 250 USGP. Intrigued by this Belgian/American connection, we finagled a ride on Peter's bike the day after the Grand

Prix. Here is our impression of the North Shore Racing CR250.

A CLOSER LOOK AT THE NSR CR250

MOTOR: North Shore ports the Honda mill to meet Peter's specific track needs. On most tracks, Peter prefers a strong mid-range and top-end motor, but on others he wants top-end "in spades." NSR can flow-port the cylinder and modify the head (\$139.00) to meet these varying needs. A custom-built FMF pipe (\$139.95) complements the motor work, while an FMF silencer (\$54.95) keeps the decibels below FIM limits. An NGK BR9EG plug fires the 32:1 mixture of Daeco race gas and Golden Spectro oil. The fuel mixture is fed into a stock carb using a 175 main and a 58 pilot with the air screw one half-turn out. The slide and needle are stock. A Twin-Air filter

and Spectro filter oil keep the air fresh.

SUSPENSION: As with the motor, NSR sets the suspension to Peter's needs depending upon track conditions. Up front, the stock Honda forks use Simons new base valve kit (\$79.95), which offers progressive compression damping and more sensitive adjustment than the stock Showa valves. Rebound is also adjustable with the Simons fork caps (\$79.95), which also double as a blow-off valve. ATK 23-pound springs (\$49.95) and Spectro cartridge oil complete the package. In back, a stock Showa shock is revalved by NSR (\$109.95) to rider specs and mated to a 5.4-kilo Honda spring (\$60.00).

ASSORTED GOODIES: Peter keeps a reign on the breathed-on CR with Answer Alumilite handlebars (\$44.95) and Scott grips (\$5.95). A prototype works-style bar clamp eliminates torsional flex and will be available through NSR sometime in the fall.

A trick hard-foam Technosel seat (\$120.00) is adorned with an NSR seat cover (\$29.95). Under the seat, the top shock mount has been beefed up and a Pro Circuit aluminum subframe (\$149.95) has been added to reduce weight and increase strength.

Power is transferred to the rear wheel via an RK colored chain (\$59.95) and a 52-tooth Sidewinder self-cleaning rear sprocket (\$54.95). The wheels and brakes are stock, while Dunlop rubber puts the ponies to the ground.

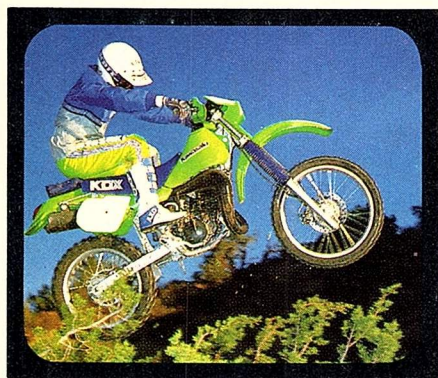


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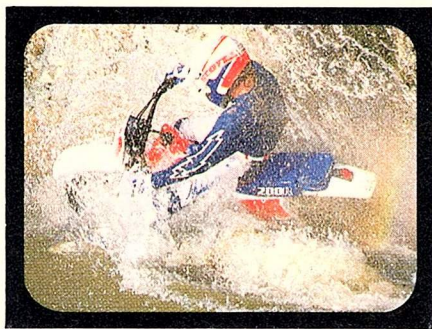
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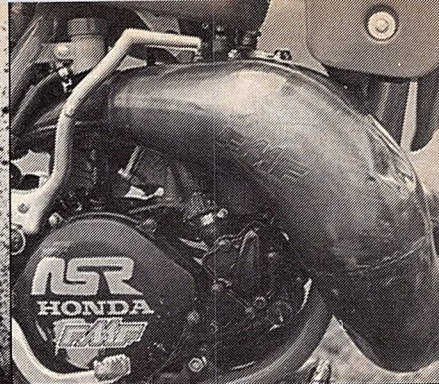
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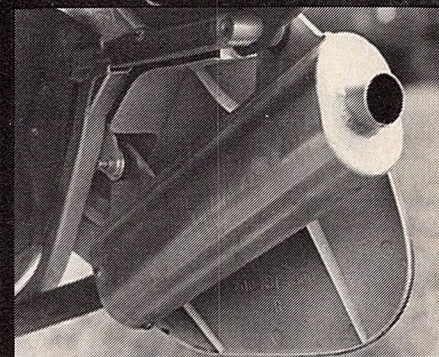
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GP BUSTER



Pony express: North Shore ports the already potent motor to meet Peter Dirks's specific track needs. For Unadilla, he wanted a strong mid-range hit. He got that, and top end to boot. A custom-built FMF pipe matches up to the porting and accentuates the mid-range punch.



Quiet in the back: The FIM has stringent decibel specifications which the customized FMF silencer meets. It is also lighter than stock. To further reduce weight, a Pro Circuit box-section aluminum subframe is added. It is also stronger than the stock unit.



Outback: Drive chores are handled by Sidewinder self-cleaning sprockets mated to an RK colored chain. Dunlop rubber is used to keep the power hooked up. Stock brake components bring the scoot to a quick halt.

the forks were vastly improved over the stock units. They also felt that with some time spent to dial the shock to a rider's individual specs, it, too, would be a great improvement over stock. For more information contact: North Shore Racing, 1540 Clavey Rd., Highland Park, IL 60035 □



Trick: North Shore will soon be making these trick aluminum anti-flex bar clamps available to the public. The clamp reduces flex and twist for stiffer bar feel. Answer Alumilite bars are usually strapped on, though Peter thrashed those in a horrific crash during the race. Fork chores are handled by a Simons base valve kit and adjustable rebound caps.

◀ **Blast-er:** The brutal mid-range punch of the NSR mill made short work of Unadilla's loamy berms. Power was broad and usable, with no flat spots in the transition from mid-range to top end.

RIDE IMPRESSION

The fast and rough Unadilla course would provide the perfect course on which to test the NSR CR250. The terrain runs the gamut from deep whoops to square-edged bumps to rock-filled ruts to . . . you name it, Unadilla has it all.

POWER: The power starts with a mild low-end that pulls smoothly into the mid-range where it hits, and hits hard. The mid-range surge pulls into a healthy high-rpm top-end. The power has good usability over a broad range with no flat spots, though there were complaints that the mid-range can hit too hard, causing the bike to break loose. The motor definitely lived up to Peter's billing as a solid mid- to top-end beast.

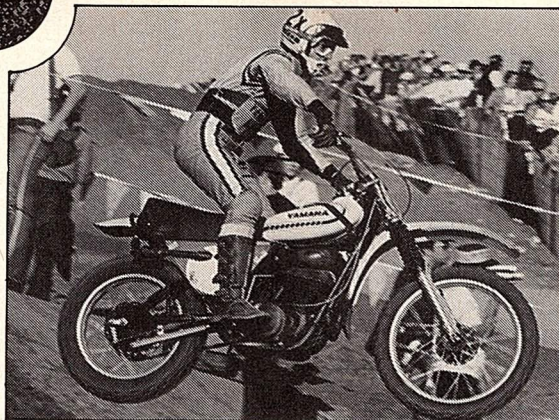
SUSPENSION: Handling was typically Honda: clean, precise and predictable through the turns. Up front the Simons valve kit gave a firm ride with no bottoming, even on monster leaps out of Gravity Cavity. The forks exhibited no noticeable stiction and worked exceptionally well on the sharp, square-edged bumps.

The shock drew some complaints on the first rides, since it was set up for Peter Dirks's weight and preference. After some minor adjustments the shock responded better, though the rebound was rather quick. There was no bottoming on the many G-outs around the track, especially on the big one at the bottom of Gravity Cavity. Overall, the riders were of the opinion that

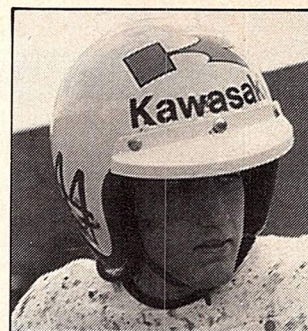
HEROES FROM THE PAST --- WHERE ARE THEY NOW ?

Didn't he used to race?

□ Memories are a great thing. You sit around and reminisce over great battles between DeCoster and Mikkola, Lackey and Malherbe, and Hannah and Howerton. Memories also get you to wonder, what ever happened to those guys you used to go see when the Nationals rolled into town? There were some great (not so famous) riders who seemed to have just disappeared. So *MXA* went to find out what some of these former motocross heroes have been up to. We discovered that some still race while others have found new avenues to release their competitive energy. No matter what they're doing, when you think of them, think of the glorious days of the past.



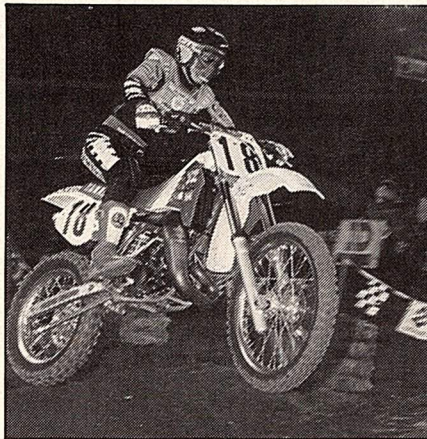
Tim Hart: One of the original "fast Americans" of the early '70s, Tim has been a woodworker for the last ten years, building stereo speakers. Tim raced sprint cars for five years and now spends his free time with young motocross racers, giving them helpful advice and tips on reaching the top.



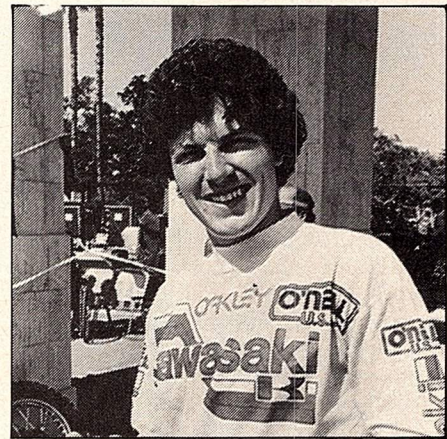
Chappy Blose: Living and racing quarter-midget sprint cars in Phoenix, AZ, is a way of life for this former Kawasaki hotshoe. Getting married and having a child has made a big difference in Chappy's life, but he still drives a sprint car like he raced motocross—wide-open.



Doug Domokos: "The Wheelie King" is still at it. Although his shows have moved from Supercross races to tractor pulls and county fairs, he is still a crowd-pleaser. His show consists of wheelieing over cars, riding across a tightrope on an ATV and doing forward rolls on a special roll cage-equipped ATV.



Scott Burnworth: After a career as a Yamaha and Suzuki factory rider (and a year in Europe), Scott started a Jet Ski apparel business. In just a few years, Jet Pilot products have taken off in the world of the jet skiers. Scott enjoys working on the business and in his free time hits the waves himself on his Jet Ski.



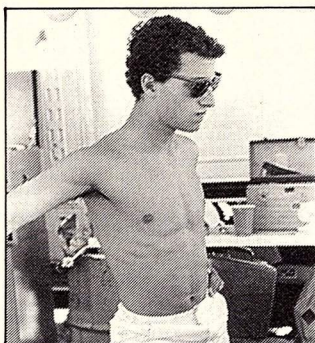
Tommy Benolkin: "Motocross was a great influence for me," says Tommy, who, after his factory Kawasaki career ended, got married, had three kids and is now the general manager at a plastics manufacturing plant in St. Paul, MN. Occasionally, Tommy will borrow a bike so that he can get in some racing at local events. "Strictly for fun," he says.



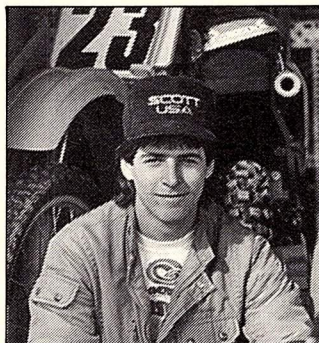
Gary Semics: From banging bars with the top European Trans-Am riders in the '70s to being offered Andre Malherbe's works Honda in the 1982 500 World Championships, Gary Semics has always been a hard-charger. Today, he's busy teaching motocross schools or working as a personal fitness consultant.



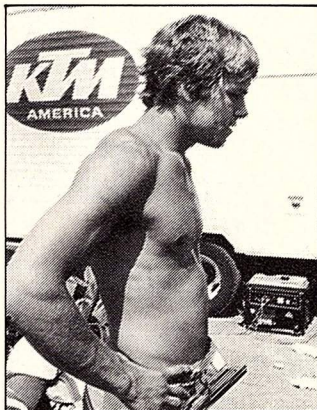
Jeff Jennings: A knee injury put an end to Jeff's promising career in the late '70s. The former factory Suzuki rider lives in northern California and does construction work. Jennings will always be remembered as the rider Suzuki hired to replace Bob Hannah.



Bader Manneh: A couple of years ago, Manneh was one of the up-and-coming 125 National pilots. Now he lives in Italy and races the Italian Championship series and an occasional 125 GP. The former NMA champ is trying to gather enough support to put in a whole season on the 125 GP circuit.



Eddie Warren: Two years ago, people were touting Eddie as the next superstar motocrosser. Today, many of those same people are wondering where he's been. This talented young rider took some time off in '87, and in June of '88 he headed down under to Australia to live and race. Tear it up, mate!



John Finkleday: "The Fink," as he was known to friends, was one of the hard-charging East Coast riders of the late '70s. This friendly KTM rider now drives a truck for his father's waste disposal company in Connecticut.



Mike Beier: Mike was once the top privateer in the 125 Nationals. Today, Mike does R&D for Innovation Sports, working with riders such as George Holland and Erik Kehoe on the CTI Knee Brace. Mike won the '87/'88 European Hardcross Championship and still races occasionally at local events in Southern California.



Mitch Mayes: A partial owner of a Yamaha shop in Lancaster, CA, for eight years, Mayes sold his share of the business and now works at Northrop Engineering. When not doing his inventory work, he spends time with his wife and gathers research and information on progress made in the treatment of spinal injuries.



Alan King: Alan was a member of Team Suzuki and was always a top-five Supercross and National rider. Today, Alan runs a construction company that's doing very well, well enough to allow him the time to work on his new favorite sport—golf. He plays two or three times a week. Alan and his wife are expecting their first baby soon. □



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1987 SUPERBOWL OF MOTOCROSS—LOS ANGELES COLISEUM. THE MOST AMAZING COMEBACK IN SX HISTORY!

At the end of the 1987 season, Jeff Ward has the #1 plate wrapped up, but R.J. is determined to close the season with a win. When the Main Event begins, R.J. is down in the first corner and privateers have two of the top three spots. You'll see R.J. pass every rider in the Main Event... and move into the lead with just one lap to go!!! —60 minutes.

1988 ANAHEIM RACE—ANAHEIM STADIUM. R.J. AVENGES HIS LAST YEAR'S KNOCKOUT!

One year ago, Jeff Ward took the Main Event while Johnson was in the back of an ambulance. This time, Mickey Thompson is running Anaheim, and all the factory guns are ready to race! Micky Dymond is on a new Yamaha, Ward has a big #1 on his Kawasaki, R.J. has a score to settle, and Broc Glover wants a comeback here. It's the first stadium event of 1988!!! —60 minutes.

1988 AMA SUPERCROSS OPENER—HOUSTON ASTRODOME. JEFF WARD MAKES IT FOUR IN A ROW.

For the first time ever, the AMA season opener was truly an indoor event, under the Astrodome. Jeff Ward owns the track and this year was no exception. When the checkered flag fell, Rick Johnson could do no better than second, but charging hard on his brand-new Yamaha, Micky Dymond took third for the second race in a row, reminding the pits that the 125 National Champ is ready to beat the 250s! —60 minutes.

1988 PONTIAC EVENT—THE SILVERDOME THE MOST THRILLING RACE OF THE SEASON.

It's Sunday afternoon, and Jeff Ward is trying to hold the lead in the Main. Johnson had won the night before and is now charging through the pack. R.J. takes the lead! Ward takes it back!! Rick falls, then gets off again. Now he's back up and right next to Jeff in the corner. They touch!!! The cameras are THE ONE to the action, and if you own a VCR, you can be, too!!! —60 minutes.

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□ When motocross fans think of a wild-riding, hard-charging underdog they think of Guy Cooper. Guy is renowned for his high-flying, maximum-effort rides that have made him a championship contender and one of America's most popular racers. This year, despite racing on the mend from a broken leg, Guy has waxed the tails of his competition in the 125 National Championship series. Unfortunately, the injury forced him to miss three motos at the beginning of the series, effectively eliminating him from the championship picture. Ironically, this has been Guy's most successful year on the National circuit.

About that same time I got into bicycles since my folks owned a bike shop. I had motorcycle bars on my stingray and rode the thing like it was my XR-75. I got into BMX, even before it was big across the country. I ran my own track in Stillwater for about four years. During that time I got away from motocross, I maybe raced ten times during that period.

MXA: What got you back into racing motocross?

many guys in California who were racing at that time and they were pretty familiar with the tracks. But if those guys were back East they weren't quite as good, with the exception of the top guys.

The whole thing is being able to run at full race speed from the first turn for the whole 30 minutes. A lot of amateurs are real fast but for maybe 20 minutes. Once they put in the training and get the confidence, they start to finish up front. We've seen a lot of that this year. Guys like LaRocco and Ward and Matiasovich; they've learned how to go fast for 30 minutes.

PRIVATEER SUCCESS STORY

America's hottest tiddler pilot: Guy Cooper
By Todd Smith

Yet, success cannot be measured by results alone. Guy has been successful as a privateer even though he did not win his first National until late last season. Guy has made a living from the sport through tight budgeting and careful management of his money. While less talented privateers were flying to races and sleeping in hotels, Guy and his wife, Jayna, drove to all the races and slept in their van. The end result was that Guy was able to continue racing and eventually earn a factory Honda support ride, while others fell by the wayside unable to afford to race.

MXA spoke to Guy and Jayna about their success, and what it takes to make it as a professional privateer motocrosser in this country. His story proves that you don't need a fancy motorhome or box van, nor do you need to fly in and out of the races to be a success on the National circuit.

MXA: Guy, your exploits as a racer the last few years have become pretty well known. But tell us about your beginnings in the sport.

Guy: Oh, you want my life history. How much detail do you want?

MXA: Just the good stuff!

Guy: Well, I had my first ride at age six on a Rupp lawn mower engine minibike, which I promptly crashed. A few weeks later I got a Honda Mini-Trail 50 which I rode on and off for a few years until I started racing when I was ten. Pretty soon I moved up to an SL-70, but I didn't have much success on that so I got an XR-75. I quickly became the terror of the territory.

Guy: Well, my brother, Chuck, had been racing on the Nationals since 1973, so racing was always there in the background. One weekend I borrowed his '79 Elsinore 250 and raced it in an amateur race. I won and had a blast, and decided that racing was what I wanted to do.

So I went to Florida to race during the winter and, with the help of some friends and a local Kawasaki dealer, I won four of the five races that I entered before I broke my ankle. I came home and my folks said they would back me for two years and we'd see how I would do. That year, in '81, I picked up a support ride with Team Green and did pretty well with them. Then I won a couple of motos at Ponca City in '83 and I got a support ride from Honda for 1984.

In '84 I finished eighth in the 125 Nationals and won AMA Rookie of the Year. I finished the same the following year, then fifth in '86 and third last year. This year has yet to be decided, though it looks like I'll finish second to George Holland. That about brings us up to date.

MXA: What were your impressions when you first started racing the Nationals?

Guy: The first time I rode a National was at Hangtown in '82. I didn't even come close to qualifying, I couldn't believe how fast some of those guys were going! It seemed like there were 100 fast guys out there. Then, later in the year at Lake Whitney, there only seemed to be like 15 fast guys and I was a lot more competitive. Mostly, I think it was because there were so

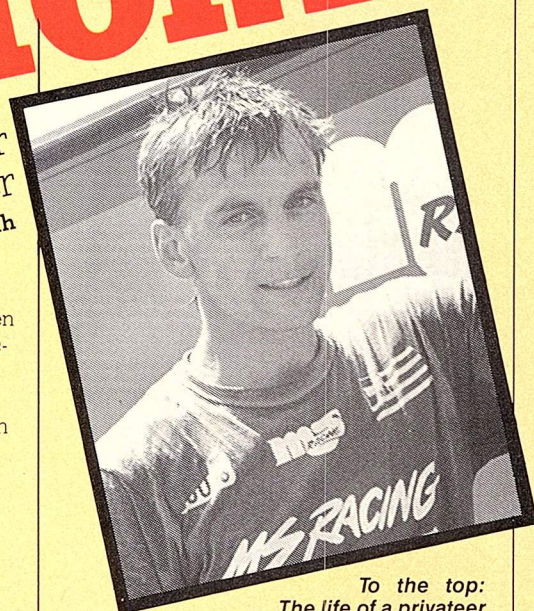
To the top:
The life of a privateer is fraught with hardship. Often many capable riders give up before they really get started. Guy Cooper has persevered through the hardships to reach the top of the privateer heap. The one step left for him is to secure a full factory ride.

MXA: Who were the guys that stood out in your mind then?

Guy: Well, Glover, Ward, Hannah and O'Mara were right there. Then there were the guys like Tommy Benolkin, Rick Ryan, George Holland, Erik Kehoe and Jim Tarantino. Guys who were young kids that I'd never heard of. The same guys I duel with now.

MXA: Were you making any money? How could you afford to race the circuit?

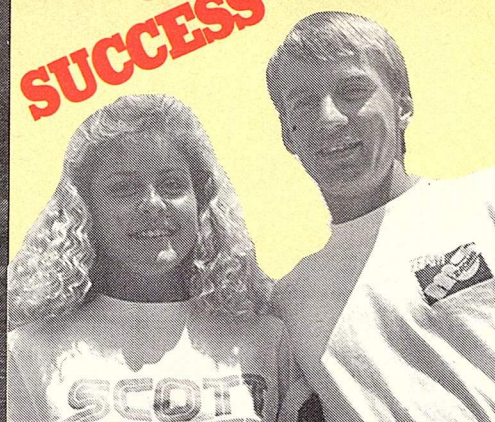
Guy: Well, I was working for my folks' motorcycle shop but I didn't really get a paycheck. I'd say I need so much money to race this race, and I'd get it from my folks. At that time I raced mostly in the Oklahoma area so my expenses were pretty small. I was winning consistently so I had enough







SUCCESS



Sky pilot: Throughout his career, Guy has won renown and the adoration of the fans for his high-altitude antics. Guy realizes the importance to his sponsors of a strong fan following and always tries to keep them cheering. When Guy jumps, they cheer . . . loudly!

cash to stretch me through to the next race. Kind of like now!

MXA: What is the key to being a successful privateer?

Guy: It comes down to saving as much money as you possibly can. When you do start making it you have to budget it and put it away. I've seen a lot of guys make some good money at a race, then decide to fly home for the week and fly back the next week. I'm sure there are a lot of guys who have made the same amount of money that I have, yet they have nothing to show for it. I have a house and two cars and some toys because I was careful in how I spent my money.

You have to be conservative. You can't spend money that you don't have, and that is what a lot of riders do. A privateer can make good money if he watches his expenses. In '84 I would have made money but my truck got stolen along with my bikes, so I just about broke even. That was the year I raced the Nationals in a Cutlass Supreme.

MXA: You did what . . . ?

Guy: Yeah, the truck got stolen the week before the Nationals so I borrowed my mom's Datsun truck and we drove coast to coast and slept in the cab. After a few races we bought a Cutlass Supreme and did the rest of the Nationals in that. It was actually pretty comfortable. Jayna would sleep up front and I'd sleep in back.

MXA: Jayna, what did you think of that lifestyle?

Jayna: I don't know. It wasn't all that bad, it was a fun way to see the country. I suppose hotels would've been nicer but we were on a tight budget!

MXA: Guy, that was the year you won Rookie of the Year. How was it, psychologically, knowing the competition was sleeping in hotel beds?

Guy: I didn't think about it. It was the only way that we could afford to do it without borrowing a lot of money. My folks . . . well, they helped us out a lot, but I felt too guilty to borrow money from them.

Dynamic duo: Guy and his wife, Jayne, are an inseparable pair at the races. Guy attributes his hard-earned success to the close-knit teamwork he and Jayne share. She handles the "office work," from spinning wrenches to making travel arrangements, leaving him free to concentrate on racing.

They helped with things like phone bills and when we came home they would load us up with oil and stuff.

MXA: So you didn't have any oil sponsorships?

Guy: No, in '84 all I had was Malcolm Smith and Honda, and Scott gave me goggles. Gradually I picked up sponsors, but it was mostly product and I didn't get any expense money. So, by '86 I was able to start making some money. I did borrow money from my uncle to buy a van, but I made good money from Honda contingencies and I was able to pay him off.

MXA: So you were actually able to make a living from the sport?

Guy: Yeah, but you wouldn't believe how cheap my expenses were. I mean we did the whole circuit in '85 and it cost us around \$4,000. We're talking real cheap! We really pinched our pennies. Now you can say we didn't need to go that far, but at the time we didn't know what was in store for us.

Jayna: We had a lot of fun when we got the van. It was much more comfortable than the car. I had relatives and friends around the country and we were able to stay with them, so it really wasn't all that bad. We had a good time. Plus, McDonald's doesn't cost that much!

MXA: You ate at McDonald's?

Jayna: Guy was a cheeseburger junkie, that's all he would eat. Cheeseburgers and fries.

Guy: I did until I started to go out with Johnny O'Mara and he convinced me that red meat would kill me. But that wasn't until the beginning of last year!

So, yeah, getting back to the original question, you can make money. I was doing well because there was contingency money, and I was getting bikes and parts from Honda. Ha . . . I raced '84/'85 and '86 without ever splitting the cases and put piston and rings in only when it got so loose that it started to rattle. It was a good thing I was on a Honda because I never had a DNF from any breakdowns. I did seize once, and that

Thriller: After recovering from a broken leg, Guy Cooper became the hottest rider in the 125 Class. Guy kept the crowds lining the fences with his hard-charging, "never-say-die" rides. Three missed motos early in the season cost him the National Championship.

was from having just done a top-end! If it ran during practice in the week it was ready to race on the weekend.

MXA: What do you think of the privateers who have the big motorhomes or box vans?

Guy: I think it's great, but I have a lot more respect for guys like Stacy Cook who are driving around the country with very little help and who keep plugging away at it. To them, I say, "Keep at it, don't give up because you can succeed!"

MXA: That brings us to this year. Tell us about the injury, and your expectations prior to the start of the season.

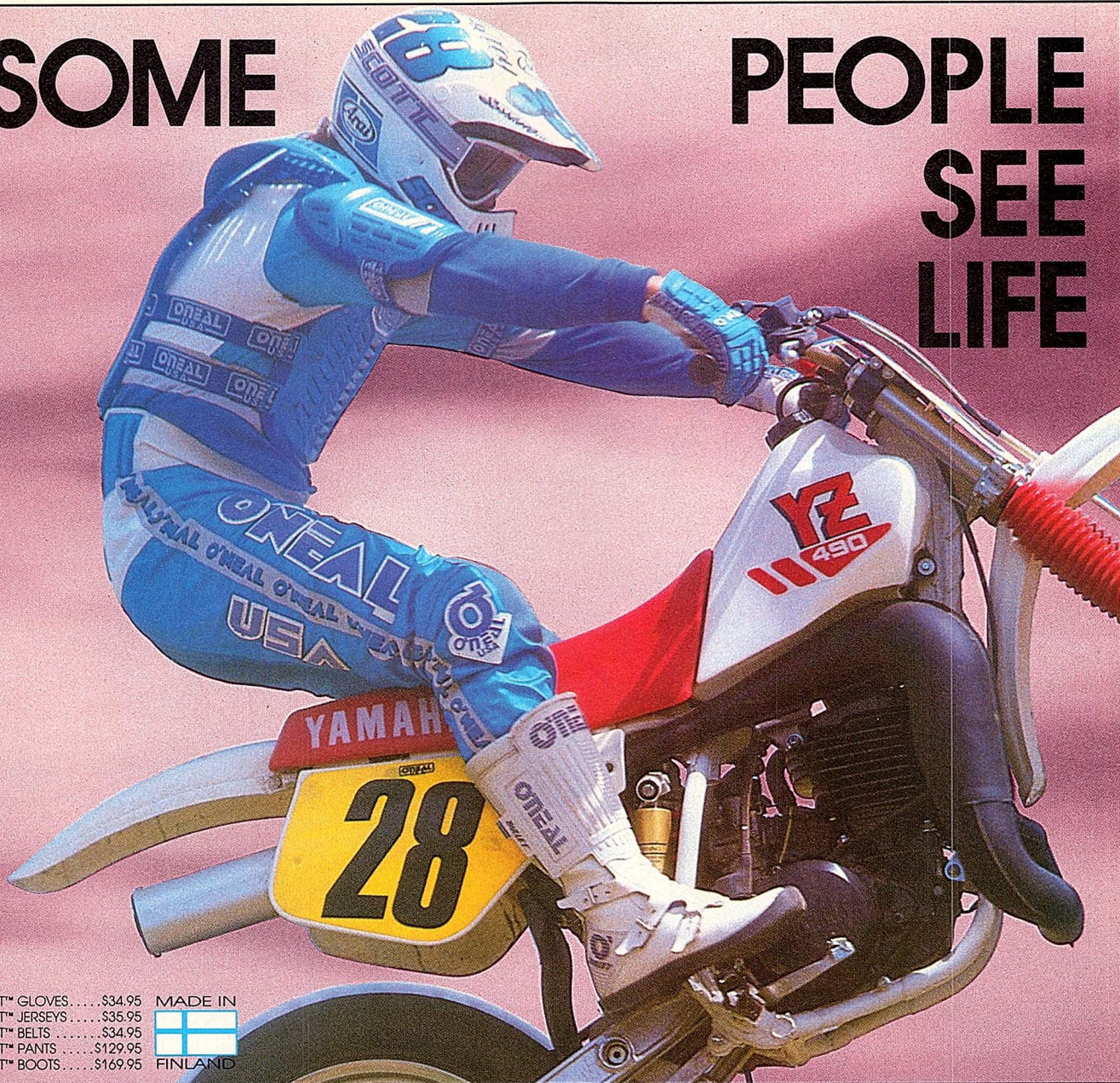
Guy: Well, I was looking forward to a good year. I thought I had a good shot at winning the championship. Then I broke my leg at a Supercross in Belgium before Christmas. I had some complications with it and I wasn't 100% at the first National. I missed the next race and I was pretty much out of the points race. So, I just decided to do the best I could and kick some butt—and see how many Nationals I could win. I knew that I would have a good shot at Lake Sugartree, Southwick and Red Bud, and the other tracks would take some work but I'd do alright. I'm just really happy to have gotten back into this thing and to have done as well as I have.

MXA: Do you think you could have won the title had you not missed those three motos?

Guy: I don't know. I really changed my whole training program after the Gainesville National while I was sitting out letting my leg heal. I trained harder than I ever had before, lots of swimming and racquet ball and it made a big difference when I came back at Lake Sugartree. I don't know if I'd have been in as good shape had I not had the injury and been forced to train the way I did. □

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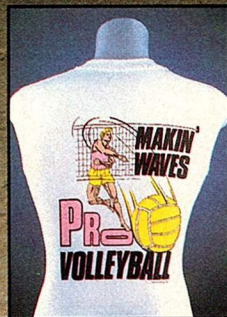


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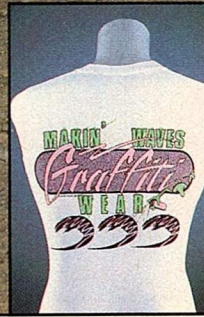
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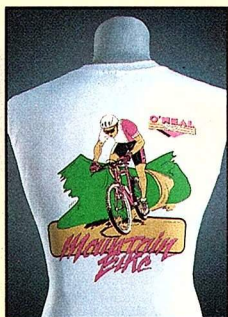
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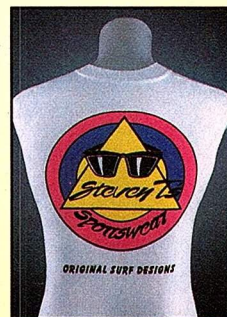
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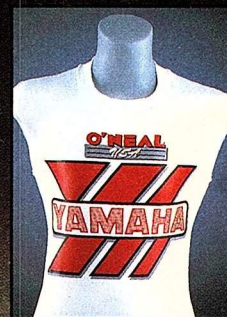


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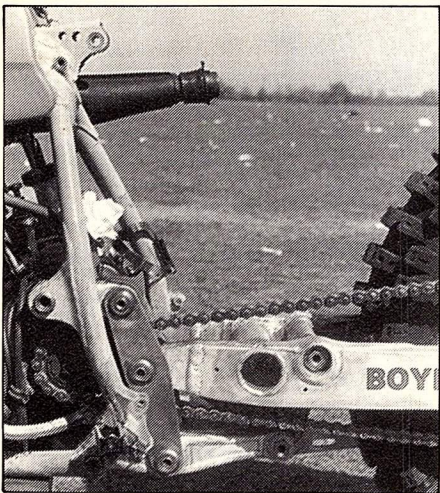
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MOTOCROSS' BEST INNOVATIONS

A look at the really good ideas

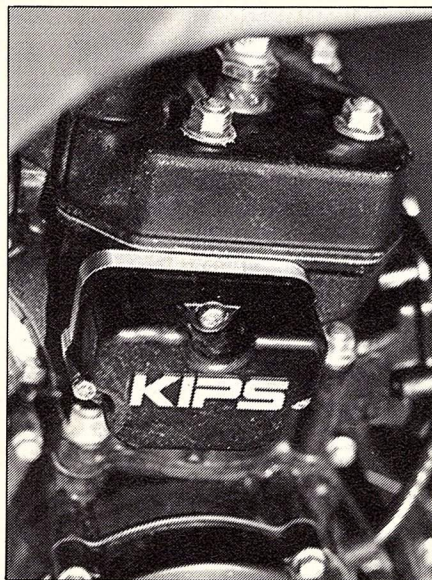


Although there are still a few bugs, the Scott Electronic Film System is an interesting innovation in goggle technology. When the system is finally perfected, it will make standard tear-offs obsolete. A simple tap of your hand gives you a fresh view of upcoming obstacles. The system is basically electric Roll Offs.

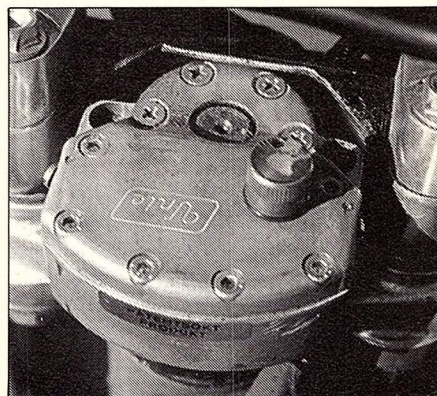


The Boyesen Link is one of the most complicated and admired rear linkage systems ever designed. All the test riders and racers love it, but so far it has only been seen on a few hand-built Eyvind Boyesen bikes.

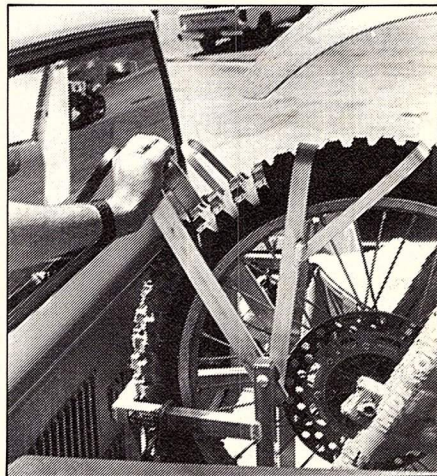
□ In the world of motocross, as in any motorized sport, there are inventors, technicians and engineers who are always looking for ways to improve the breed. Some want to improve the machines, and others strive to make working on or transporting the machines more simple. Some of these innovations are more successful than others, but they are all trying to improve our sport. MXA gets to see most of these innovations at one time or another, and we even use some of the more interesting inventions. The MXA wrecking crew has gathered up a number of the more successful innovations and has put them together here for you, our readers, to look over. Some of these products may be just what you need to make your motocross life more simple.



The KIPS spacer from DMC is one of the easiest ways to get more low- and mid-range from the KX125. The spacer increases the volume of the KIPS chamber, creating greater torque amplification. No modifications are needed to install it.

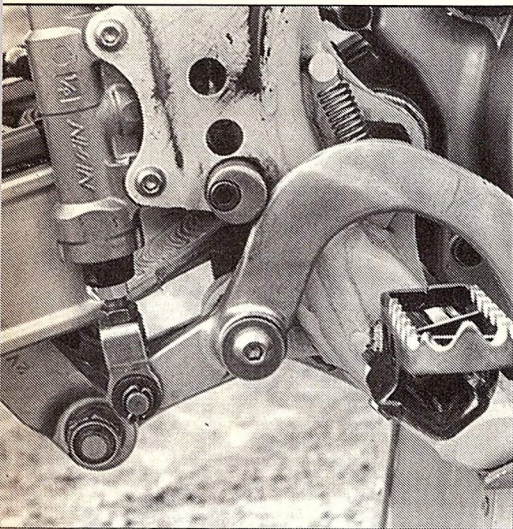


Easy to install and adjust, the White Bros.' unique steering stabilizer really works. With seven settings for adjustment, the damper is designed to cut down on front-end headshake and lessen the effects of your front wheel deflecting off rocks, whoops and other obstacles.

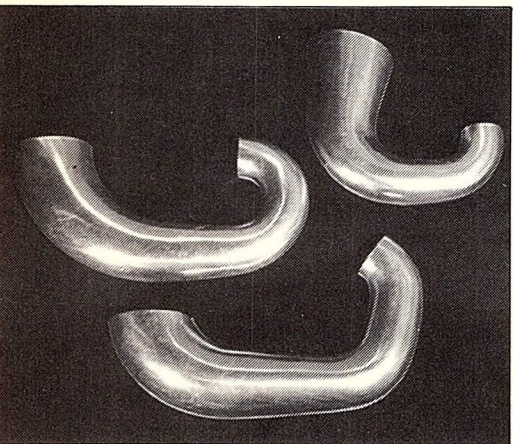


If the shoe fits. The ATK bike shoe has many advantages over conventional tie-downs. The bike shoe secures the front wheel without compressing the forks, and you don't have tie-downs to break. The only drawback is that it won't work on minis.

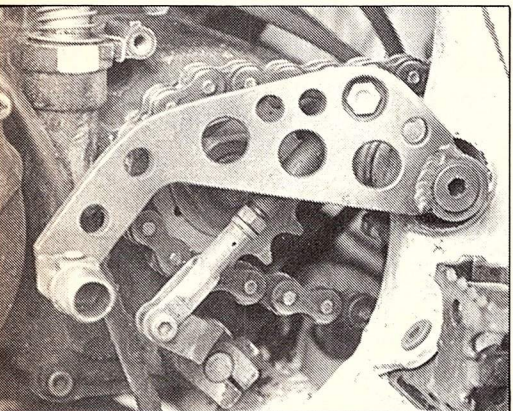
BEST INNOVATIONS



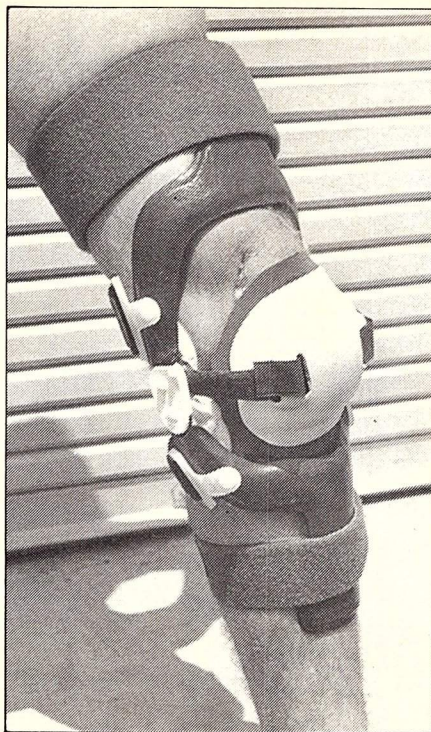
The Pro-Tec brake cam is a simple but useful little device. Designed for the 1988 and '89 YZs, the eccentric cam allows the rider to raise or lower the rear brake pedal with a simple twist of an Allen wrench.



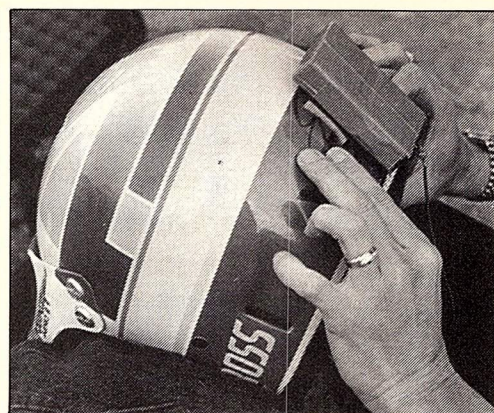
◀ Devol pipe guards, designed after the works Honda guards, keep dents and dings off your expensive pipe. Easy to mount and available for most models, the Devol guards are stamped from lightweight aluminum to the exact dimension of your pipe. They are also available for popular aftermarket pipes.



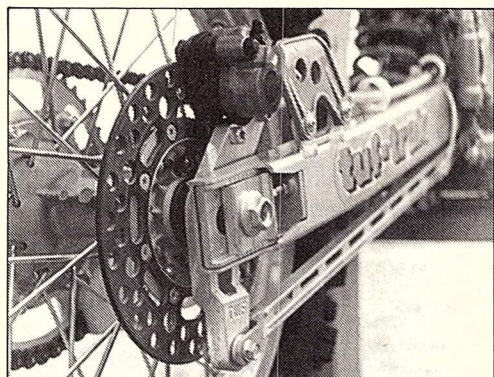
The Race Tech linkage shift lever drastically improves the gear selection on Yamahas. An adjustable rod attached to the shift shaft gives the rider a much more positive feel on the shifter. Increased leverage eliminates the tendency of the YZs to miss third gear.



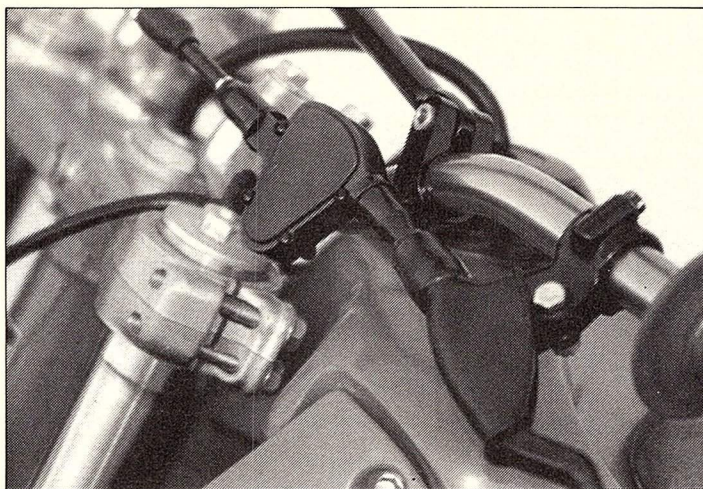
Innovation Sports still makes the best-known knee brace. Other companies have joined the war on knee injuries, but with superior design, advanced materials and unequalled protection, the CTI brace continues to rank number one with the MXA wrecking crew.



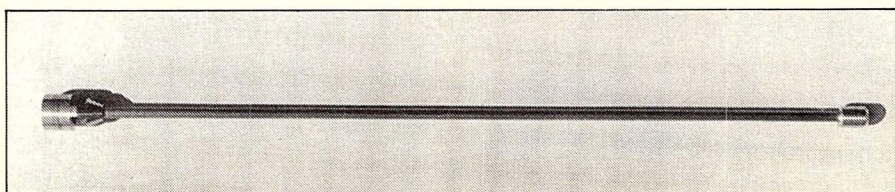
Banned by the AMA, the React Radios got a bum deal from the bureaucrats in Westerville. The trick one-way radios allow your mechanic to give you time, position or lap info, so you don't have to learn to read. React radios are legal in CMC, NMA, SMX and all Amateur AMA events.



The Tuf Trak from Tuf Racing is a floating rear disc brake assembly. Tuf Trak unloads the suspension over braking bumps to eliminate rear wheel hop. It also allows for better tracking when you drag the brake.



◀ The White Bros. Easy Clutch is something a lot of riders aren't aware of but should be. Connecting the clutch cable to a leverage arm makes the lever pull of the clutch much lighter. It is three-way adjustable and works wonders on Euro bikes.



Keith Products' Cartridge Bleeder is invaluable for anyone who has to work on cartridge forks. Attaching to the top of the rod, it allows you to bleed the cartridge with the fork tube extended. Replacing the spring is also a snap. No more trying to drop the spring and catch the rod before it falls. □

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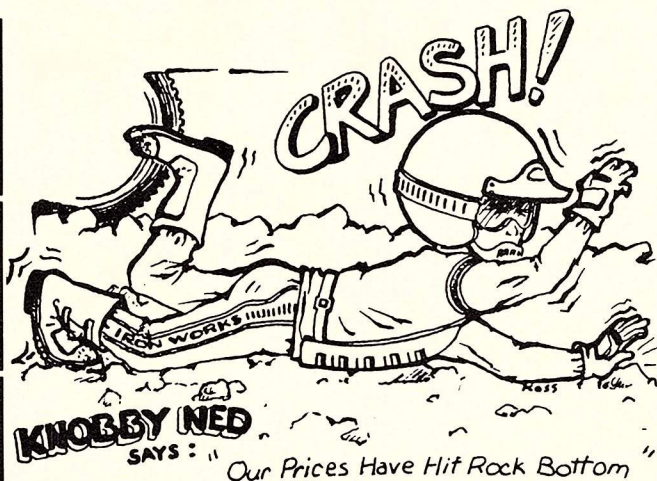
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NMA/COCA-COLA GRAND NATIONAL CHAMPIONSHIPS PONCA CITY

Where getting there and back is the hard part

By Zapata Espinoza

□ It seemed like an easy enough task—my MXA cohort Todd Smith and I were supposed to fly to Ponca City to cover the NMA Grand Nationals, do an interview with Guy Cooper, then fly home. Ponca City is the perfect place to culminate a year of regional qualifiers due to its central location for riders from all over the country. Since Ponca City is considered by major airlines to be "off the beaten path," flying in requires stopovers in Denver and Oklahoma City. From there we would have to take a smaller commuter plane into Ponca. It never happened. In Denver our airplane "lost" its altimeter, and what should have been a 20-minute delay turned into seven hours! Suddenly, Jody's own horror stories of "funny things always happen on the way to Ponca" were coming to life.

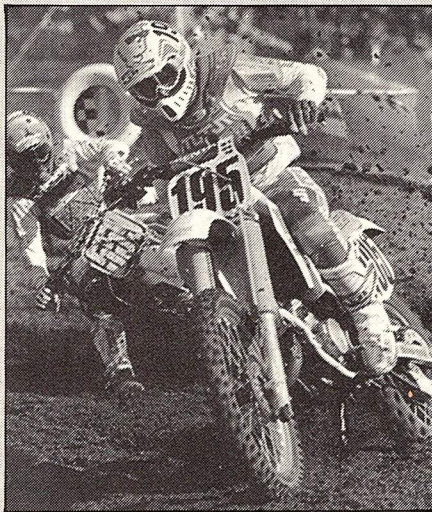
Informed of alternative flights, we desperately grabbed gear and baggage and made a hurried, clumsy trek on foot to another terminal to catch a flight that we were assured by smiling major airline personnel would be "no problem." Just as we got to the counter the plane was booked solid—we were stuck! Having no one else to vent frustration upon, Todd and I passed a lot of the time arguing over restaurants and meal choices. I wanted Mexican, Todd wanted the buffet with a French dip special which we saw had quite attractive rainbow swirls of preservatives floating amongst slabs of fatty beef. Yum. After watching each other (slowly) eat our respective meals, we wandered back to the terminal, eventually catching a plane to Tulsa. Once there, we were told that the next commuter flight was in ten hours. We chose the more direct approach—we rented a car and drove, finally arriving in the small town of Ponca City just after midnight.

WHAT'S PONCA CITY ALL ABOUT?

No one comes to Ponca just to have fun. After traveling to each race of the qualifiers and then finally to this race, all pretense of just coming out to have a good time is long forgotten. Everyone is here to race and win. With family and factory status at stake, the atmosphere intensifies with each passing race. A lot of money is spent to get here and, in the course of the week, even more is spent to stay competitive. But to the families,



No more growing pains: The Super Mini class was born last year amidst controversy, but that has all subsided and the class is growing as the mini riders themselves do. Hayden Richards (248) leads Jo Jo Falla on their way to 15th- and 11th-place finishes, respectively.



A learning experience: Missouri's Mike Stahlman (195) gets a lesson in coping under pressure from the newest National sensation, Mike LaRocco. Stahlman went on to finish 7th in the 250 Modified Pro class and LaRocco had his only finish out of the top four by finishing 10th.

it doesn't matter. They do whatever it takes to keep in the running. It is an emotionally moving spectacle to see parents so entirely devoted to their kids' racing efforts. Everyone pitches in to put things in order; they begin at the first hint of sunrise, work through the afternoon heat and end the day working late into the night. Ponca City's tireless work ethic applies to fathers from the Pee Wee mini-riders all the way up to the 250 Pros.

This year the pits were made all the more exciting by the presence of such factory stars as Bob Hannah, Micky Dymond, Johnny O'Mara, Guy Cooper and Jeff Ward. These factory guns give the racers and parents a sense of purpose because a "factory ride" is what they're all working so hard to attain. Except for a few early morning thunder showers, the six-day event went off without the slightest hitch. The racing was as usual—fast and furious, the weather—hot and humid and the week itself—fun and memorable.

When Monday morning came, most of the racers were on their way for yet another week of racing at the AMA Amateur National Championships in Tennessee. But for Todd and I, it was off to nearby Stillwater to interview 125 National sensation Guy Cooper. We went out and rode with Guy and then had lunch with him and his wife Jayna. I was ecstatic when Jayna suggested Mexican food and Guy agreed—Todd was beside himself with grief. As the iced tea and salsa flowed, the interview with Guy went on until we noticed that with the two-hour drive to the airport we were getting nervously close to missing the plane. In true Ponca City travel tradition, we did just that. A later plane landed us in Houston with a three-hour layover. This time Todd wanted to... but that's another story. Ponca City may indeed be the hardest place to get to—but for the NMA Grand Nationals the trip is worth the trouble!

Gotta be consistent: Brian Stokes of Bremen, GA, finished third in the first 80cc Stock Novice 12 moto but encountered problems in moto two, where he finished tenth for a ninth overall.



PONCA



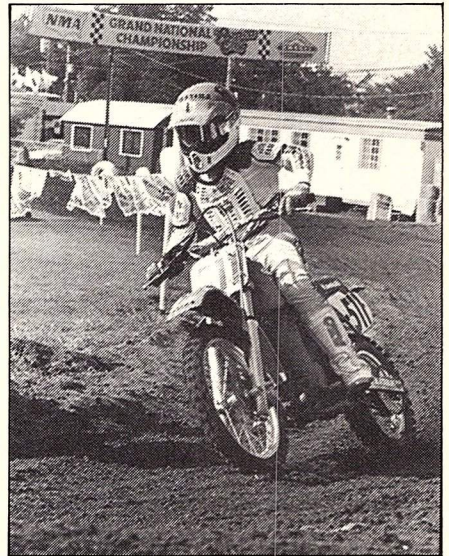
With dreams of glory: Greg Dennison (371) and P.J. Sorg weren't expected to be contenders in the 125 Stock Pro class, but they gave it their all, anyway. It's a long road to achieve the speed and talent of riders like Damon Bradshaw and Ponca City provides the first step with intense competition through the whole pack.

From all over: Brian Deegan (273) made the trip to Ponca City from Nebraska while Doug Boyd (566) came all the way from Texas to do battle in the 80cc modified novice 12+ class. Brian finished 12th and Doug finished eighth. ►

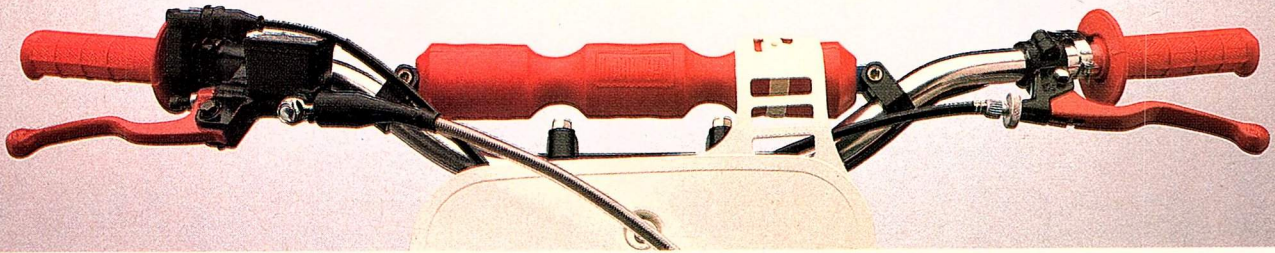


The roots of stardom: The Pee Wee Classes still are the most entertaining of all and the competition is no less fierce than with the big bikes. Chris Considine (76) won the first moto in the stock class, but had problems in the second and finished out of contention, while Danny Devoe (53) stormed to a fifth overall.

This kid is serious: Kawasaki rider Kevin Windham went home to Baton Rouge, LA, with three National titles: Junior Cycle 9-11 Stock and Modified and the 80cc Stock class. Still not content, Kevin went on to finish second in the 9-11 80cc Modified class and third in the 105cc class. ►



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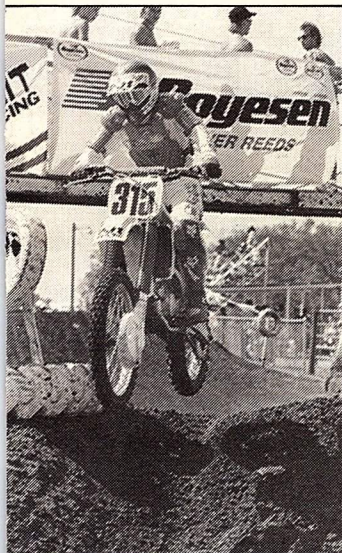
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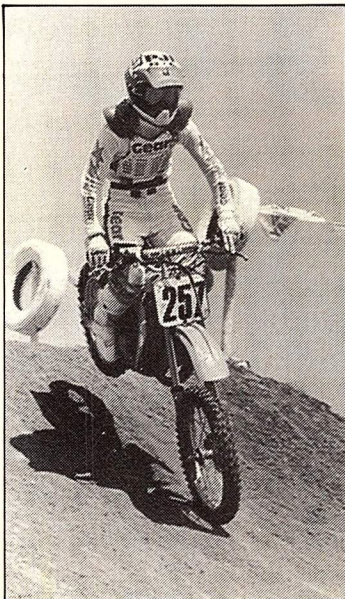
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PONCA



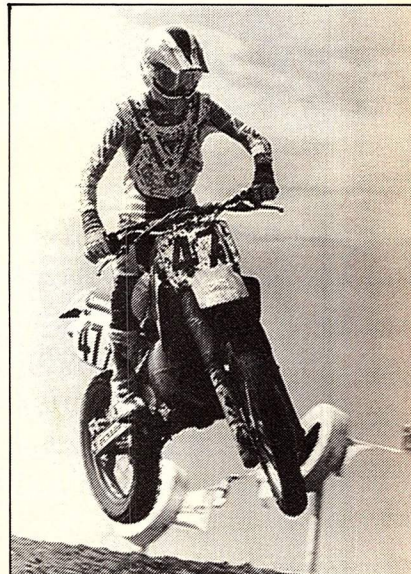
Top gun: Yamaha's Chad Pederson put on an incredible display of talent and speed at Ponca by winning both the Stock and Modified 125 Intermediate classes, plus the modified 250 class. His worst finish was a second in the 250 Stock class. Chad has a very bright future ahead of him.



Calm cool and collected: The only presence that Michigan's Brian Swink makes known at any race is on the track and at Ponca the DMC rider made his presence well-known with commanding wins in both the 80cc Modified Expert 12+ and Super Mini classes.



No more kid stuff: Grayson Goodman is a top intermediate rider who took his four top-ten finishes in the 125 and 250 stock and modified classes and made the jump to Pro class at the AMA Milville National where he finished 21st.

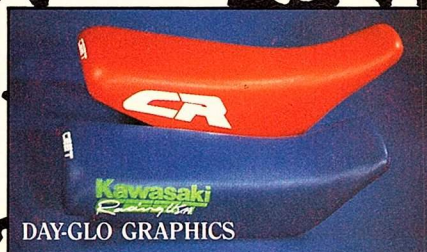


Quiet but effective: Jeff Emig is the kind of kid every racing parent would love to call their own. Friendly, polite, easy-going and incredibly fast on a motorcycle! Jeff won the 250 Stock Intermediate class as he bid adieu to the Amateur class to start what will undoubtedly be a very successful Pro career.

CEET

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Ronnie Tichenor

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Rick Johnson

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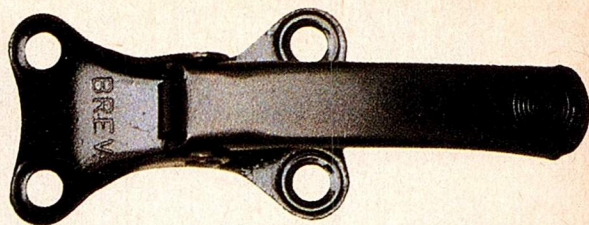
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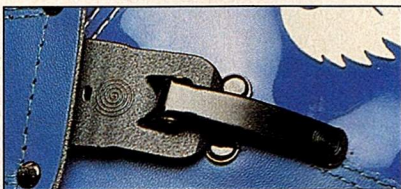


LE UP



boot, but are effectively useless when it comes to providing ankle support.

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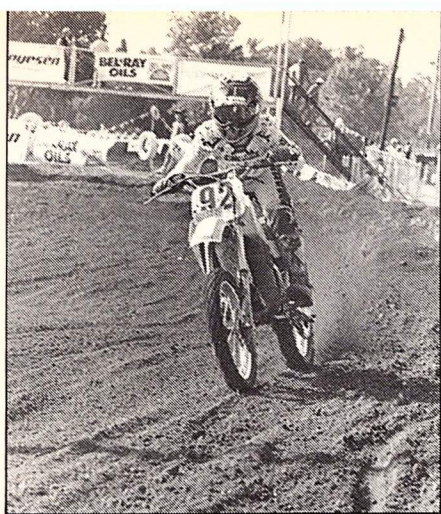
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Following in the family footsteps: Zack Bradshaw (92) is little brother to Amateur superstar Damon (68) and he's ready to take over the winning dynasty in the mini ranks that his older sibling left in his wake. Zack finished sixth in the 80cc 9-11 stock Class while Damon swept to three overall wins in the 125 and 250 Pro classes.

A SPECIAL STORY

JOHN KITSCH AND HIS MOM

• Like the game of little league baseball, motocross is largely a father and son experience. Though the entire family usually plays a role in the race effort, it is usually the father and son who share the most intense moments, the late hours in the garage and, of course, those moments of glory on the track. For young rising star John Kitsch it has been a different experience. Since 1981 John has traveled the amateur National circuit back and forth across the country with only his mother by his side. It is a team effort that reaps endless praise from his competitors who know what a hard job it is. After a successful mini career, John made the jump to the bigger bikes for 1988 and stunned everyone when he beat some of the fastest 125 Pro riders in the country as an amateur in the Florida Winter Nationals.

MEET JOHN AND SHARON KITSCH

MXA: What was it like beating the factory riders down in Florida?

John: At first I wasn't too sure about racing with the Pros. I knew I could stay with them, but I didn't think I could beat them. I would start getting tired by the end of each moto, plus I was pretty nervous. The last race where Ronnie Tichenor and I battled for the whole moto was cool—it felt good to beat him.

MXA: What's it been like having your mom work on your bikes?

John: No problem at all. She's been working on them since 1981 and she can do everything on them: split the cases, change tires, revalve suspension—she just learned it along the way.

◀ **Lonely at the top:** Buddy Antunez regained the coveted Grand National title for yet another year with the help of his ultra-trick R&D Suzukis. With another year on minis still ahead of him, Buddy has little more to worry about than where to put all his number one plates.



A working team: John Kitsch and his mother, Sharon, are a dedicated duo who travel all over the country year-round in pursuit of glory and a factory ride. While John does the racing, his mother does all the mechanical work—don't expect to see John on an Open bike because his mom already has enough trouble moving the 125 and 250!

MXA: What's it been like for you Ms. Kitsch?

Sharon: The last seven years have been hard, but I enjoy it. The racing and traveling gets hectic after a while, and since he's moved to the bigger bikes I have a harder time lifting and working on them. The minis were definitely easier. I just learned how to work on the bikes by watching and I try to pick up tips from everybody.

MXA: How hard is it dealing with all the time it takes to travel and work on the bikes?

Sharon: Well, I'm a waitress and it's been easy to get off of work. When we go down to Florida I can usually get a job down there. Between Ponca City and Loretta Lynn races we're away from home for 17 days and I'm spending all my time helping John. It's definitely a lot easier for the fathers here who have their own businesses and can take off the time. A lot of people help us out along the way, though.

PONCA

NAME: John Kitsch

AGE: 17.

BIRTHDATE/PLACE: 2-8-71/Saginaw, MI.

HEIGHT/WEIGHT: 155/5'6".

SPONSORS: TUF Racing, Kawasaki, Race Tech, Scott, Troy Lee, PJ-1, Dunlop, CTI, Tsubaki, American Competition.

HOMETOWN: Saginaw, MI.

PERSONAL TRANSPORTATION:

Mazda truck—"It's brown. I just got it and I need to get a good stereo for it."

LEISURE ACTIVITIES: Racing, riding—"It's all I like to do."

FAVORITE FOOD: Chinese—"It just tastes good."

FAVORITE SINGER/GROUP: Too Live Crew—"They're a rap group and I like a lot of bass in music."

FAVORITE MOVIE: *Nightmare on Elm St.*—"It was just cool."

FAVORITE TRACK: Tampa Stadium—"Because it's so challenging."

FAVORITE OBSTACLE: Table tops—"You can get rad on them."

HEROES: Ron Lechien and David Bailey—"Lechien is smooth and fast and Bailey was the smoothest of them all, plus he was so determined to win."

GRIPES: "I don't like school because it takes up too much time."

LIKES: "I like traveling to the races and meeting new people."

GOALS: "To become a fast National Pro and get a factory ride."

LAST WORDS: "I want to thank all my sponsors and especially my mom for helping me out so much."

MXA: What is that keeps you motivated?

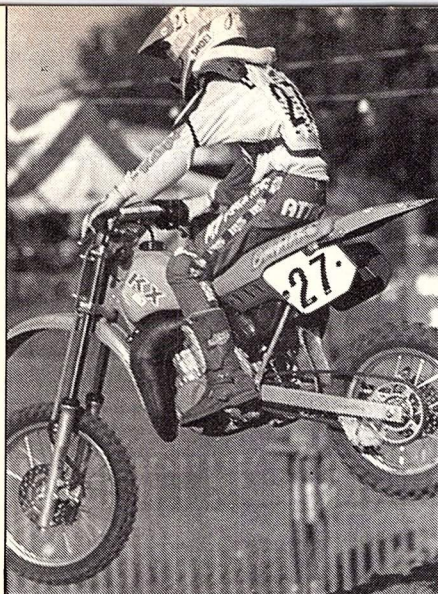
Sharon: John's ability keeps us going more than anything else. He continued to do good from the start, so I thought we'd stick with it. What makes it harder now is that there's so many more people riding big bikes, so it's harder to get the same kind of notice and support that we did when he was racing minis.

MXA: John, why are there so many fast riders who come from the Michigan Mafia?

John: Well, we don't get to ride all year long so maybe we just don't get burned-out like the riders from the warmer states. When the season starts up we're all hungry to get going!

MXA: Is it hard working with Tuf Racing and Race Tech when you're so far away?

John: Yeah, working with them is hard—I've never even met Paul Thede. I did some testing with Tuf once, but usually they just send me the stuff in the mail and then we talk about how it works over the phone. It's a hassle sometimes, but it doesn't bother me being away from everything. •



Traveling man: Jeff Dement may yet not be old enough to drive, but he certainly gets around. Prior to arriving at Ponca, the Nacogdoches, TX, resident was racing in the National Championships of Peru, and after Ponca he was headed to Tennessee to compete in the AMA Amateur Nationals. Jeff finished second in the 80cc Stock 12+ Intermediate class.

The three amigos: The Yamaha-sponsored barbecue is a big hit with the riders and their families with the good food and fun that it's always guaranteed to provide. (Left to Right) The Colonel, Bevo Forti, and the master of ceremonies Tip carved up over 300 pounds of beef—it disappeared within an hour! ▼

PONCA

RESULTS: GRAND NATIONAL CHAMPIONSHIPS Ponca City, OK

80 STOCK EXPERT 12+

- | | |
|------------------|-----|
| 1. Brian Swink | Kaw |
| 2. Tommy Clowers | Kaw |
| 3. Tim Hodes | Hon |
| 4. Buddy Antunez | Suz |
| 5. Dana Wiggins | Suz |

80cc MODIFIED EXPERT 12+

- | | |
|------------------|-----|
| 1. Buddy Antunez | Suz |
| 2. Joel Albrecht | Kaw |
| 3. Jared Hamby | Hon |
| 4. Dustin Evans | Suz |
| 5. Billy Schlag | Kaw |

SUPER MINI 12+

- | | |
|------------------|-----|
| 1. Brian Swink | Kaw |
| 2. Buddy Antunez | Suz |
| 3. Joel Albrecht | Kaw |
| 4. Tommy Clowers | Kaw |
| 5. Ezra Lusk | Kaw |

125 STOCK PRO

- | | |
|---------------------|-----|
| 1. Mike Kiedrowski | Kaw |
| 2. Mike LaRocca | Yam |
| 3. Larry Ward | Yam |
| 4. Denny Stephenson | Kaw |
| 5. Tony Graves | Hon |

125 MODIFIED PRO

- | | |
|---------------------|-----|
| 1. Damon Bradshaw | Yam |
| 2. Mike Kiedrowski | Kaw |
| 3. Denny Stephenson | Kaw |
| 4. Mike LaRocca | Yam |
| 5. Tallon Vohland | Kaw |

250 STOCK PRO

- | | |
|--------------------|-----|
| 1. Damon Bradshaw | Yam |
| 2. Mike Kiedrowski | Kaw |
| 3. Mike LaRocca | Yam |
| 4. Tallon Vohland | Kaw |
| 5. Jason Langford | Kaw |

250 MODIFIED PRO

- | | |
|---------------------|-----|
| 1. Damon Bradshaw | Yam |
| 2. Denny Stephenson | Kaw |
| 3. Steve Lamson | Yam |
| 4. Mike Kiedrowski | Kaw |
| 5. John Kitsch | Kaw |

500 PRO

- | | |
|------------------|-----|
| 1. Mike Stahlman | Yam |
| 2. Ben Theriot | Kaw |
| 3. Robbie Taylor | Yam |
| 4. Craig Davis | Yam |
| 5. Lance Norick | Kaw |



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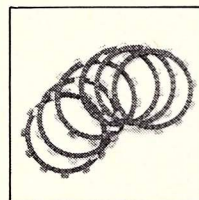
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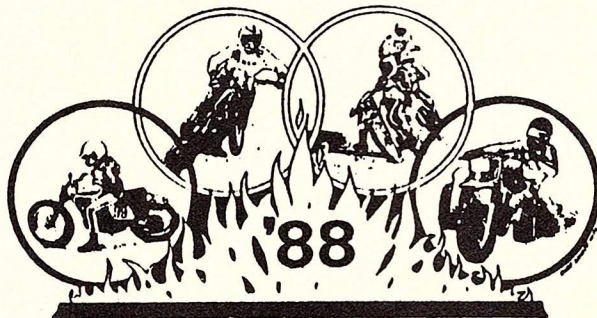
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85 (7-11) Mod	125 B Mod
85 (12-13) Stock	250 B Stock
85 (12-13) Mod	250 B Mod
85 (14-15) Stock	125 C
85 (14-15) Mod	250/500 Novice
125 (12-15) Stock	Seniors
125 (12-15) Mod	

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Wed-Nov 23:	Supercross-Early Motocross Practice
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PONCA

TALK ABOUT DEVOTION

WHAT THE PARENTS SAY

• If much about the Ponca Grand Nationals focuses on the kids who race it, equal attention is deserved for the parents who get them there. Whether it's the parents who show up with huge air-conditioned motor homes and Pro Trac trailers or those who arrive in vans or pickups teeming with bikes and spare parts, each and every one of them exudes a sense of pride, devotion and determination that would be hard to find in any other social order. Without a doubt, whether their kids are trophy winners or not, the parents are the real "champs."

• "When he first asked for a bike we had images of Hell's Angels, but then we went to our first race to watch. We fell in love with the sport, and we got him a bike. Traveling is fun, and racing is a great way to spend time with your kids when they're at an age when they could be off doing something else. I don't care what he does with his racing in the future, he's learned so much already. He has a firsthand knowledge of geography, and racing has forced him to be responsible for himself. There's no question about all the money we've spent—we'd spend it all over again!"

• "We just like the intensity and good competition of motocross. Sometimes I think we have more determination than brains (or money), but we covet the Rick Johnson position in the sport—that's everybody's hope. Whether or not he can make it that far, time will tell. We just make sure that he has every opportunity we can give him to be successful. We couldn't work this hard at it if we didn't enjoy it."

• "Why? To get him to the top. Persistent hard work pays off in life; hopefully it will for his racing career. It's important for me to see him do well and accomplish the goal that he's had for so long—a factory ride. My job is to stand behind him and back him all the way."

• "He wants to be Number One like Rick Johnson and we're all working 100 percent to attain that goal. There was a point when we had to decide just how far we wanted to go with racing and we decided to go for it, so we'll see what we can get out of it. I'll follow him all the way. We're going for broke, [he grins] and so far we've gone broke! But it's definitely worth it. Racing motocross at this level is really hard, but it's also very fun."

In the heat of the battle: Aspiring National contender Larry Ward (971) took time off from the circuit to fulfill his commitment as an Amateur support rider. Both he and Terry Tinney (113) raced all four Pro classes, incurring a large financial and labor cost, but it's the best way to guarantee maximum exposure for the all-important sponsors. ►

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◀ A little luck: Damon Huffman's first win was in jeopardy when Team Green's Jeff Dement and Ezra Lusk were running close seconds before taking each other out.

• "It's a heck of a game of chance, but racing is the best thing for kids because it keeps them healthy and occupied. I used to race and it was fun. I'm here now because racing is a team effort and it's a sport we enjoy doing together. Racing is a 24-hour everyday job for him and it takes total dedication. I know how hard he's working to make it to the top and I really respect that effort. I do everything I can to make him competitive so he can get a factory ride and have a mechanic so that I don't have to do it anymore! Almost more important than the factory ride is just the thrill of competition and the people, I really enjoy both a lot."

• "Well, the older boy will be riding the Nationals next year most likely with factory support, so I'll just have help out my younger son and that will be a lot easier. We'll still be traveling to all the races, but I'll only have to work on two bikes instead of six. Once you get this involved it's hard to stop. I guess it's just the chance of being successful that drives us to continue."

• "The excitement of winning is the big draw, plus you just love the kids so much that you'll do anything for them. If we weren't racing I'd send him to college, but I know he wouldn't like that so we keep racing. Racing is contagious, once your kids start winning you're hooked on the sport, too. I just hope that he gets a factory ride out of it and the chance to make some money. We made a deal at the beginning that we'll only support him as long as he tries his hardest. There was one week when he didn't train or work on his bikes and we wouldn't take him to the race on the weekend. He learned quick that if we're going to work as hard as we do we expect him to do the same. The only aggravating thing about it is that no matter how hard you work, it seems like you're never done." • □



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FUNCTION: For total protection and comfort in the heat of battle. The Fullstream mask covers your nose and mouth completely, and the Halfstream is designed for use with Jofa-type mouth guards. Both masks fit on the JT GSX-1 goggle and allow unrestricted airflow.

The Fullstream has a thin foam filter to keep the dust out of your mouth. The Fullstream is \$7.95 and the Halfstream is \$4.95.

CONTACT: JT Racing USA, Dept. "Half Full," 515 Otay Valley Rd., Chula Vista, CA 92011; (619)421-2660.



MALCOLM SMITH GOGGLE BAG

FUNCTION: For safe storage of your goggles, spare lens, tear-offs and cleaning supplies. The larger-zippered compartment is padded and has various compartments to store your goggle supplies. This bag keeps your lenses from getting scratched due to rough handling or bouncing around inside of your gear bag. A carrying strap makes transporting the bag a snap, and the material the bag is made from is extremely durable. Cost for the Malcolm Smith Goggle Bag is \$15.95 and you can get one at any Malcolm Smith dealer.

CONTACT: Malcolm Smith Motorcycles, Dept. "Bag It," 7563 Indiana Ave., Riverside, CA 92504 (714)687-1300.



SMITH GOGGLE ACCESSORIES

FUNCTION: Products for all Smith goggles include Roll-offs, replacement lenses, Roll-Off Visors and replacement film cartridges for the Roll-Offs. Lenses are available in tinted and vented models. The Roll-Off visors prevent dirt and mud from getting between the film and lens. The four-pack of replacement film car-

tridges allow up to 100 fresh sections of clear goggle. You can get the complete Roll-Off film advance system for \$34.95 from better dealers everywhere.

CONTACT: Smith Sport Optics, Dept. "Get It Rolling," P.O. Box 2999, Ketchum, ID 83340; (208)726-4477.



JT RV-SPORT GOGGLE

FUNCTION: To give complete eye protection at an affordable price. The RV-Sport goggle features up-to-date styling with a specially designed Zero fog-venting system which keeps your face cool and the lens fog-free. The RV also comes with a self-centering, fully adjustable strap to allow the rider a proper fit. Available in all popular colors (tear-offs are available separately). The price of the RV-Sport Goggle is \$15.95 at dealers who carry JT Racing products.

CONTACT: JT Racing USA, Dept. "Clear View," 515 Otay Valley Rd., Chula Vista, CA 92011; (619)421-2660.

Tricks From The Trade



OAKLEY IRIDIUM PRO FRAME GOGGLE

FUNCTION: This new goggle from Oakley features the new Iridium lens which is a gray lexan lens covered with a special metallic coating to reduce the amount of light transmission while creating better contrast and color definition of upcoming terrain. This lens works especially well in very bright sun conditions. The frame of the goggle features a high-quality Urethane blend material and dual-density foam for extra absorption, comfort and a better seal. The suggested price for the Iridium Pro frames is \$75.

CONTACT: Oakley, Dept. "Ring Your Bell," 10 Holland, Irvine, CA 92718; (714)951-0991.

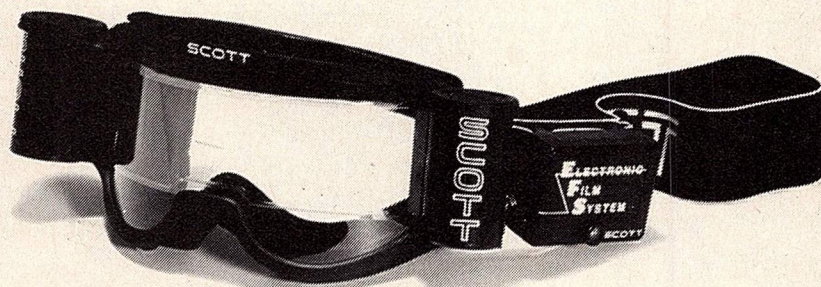


SMITH CMX AND SMX GOGGLES

FUNCTION: These goggles are fully vented and feature Lexan lenses. The SMX model has a slightly larger frame for use over glasses. The large viewing area lets you see the whole track and the adjustable strap keeps the goggles firmly in place. Thick foam padding makes the SMX and CMX totally comfortable

while absorbing sweat. Available in all team colors and new fluorescent colors. The cost for a pair is \$21.95 and they are available at most motorcycle dealers.

CONTACT: Smith Sport Optics, Dept. "SMX Saturdays," P.O. Box 2999, Ketchum, ID 83340; (208)726-4477.



SCOTT ELECTRONIC FILM SYSTEM

FUNCTION: Designed by Scott (the famous goggles maker) is the totally trick EFS film system. A thin, clear film runs from one 35mm-type canister to another on the opposite side of the goggles. When the light sensor in the electronic box is deprived of light by a tap of a gloved hand, the film is automa-

tically advanced for a clear view. Each film roll is equal to 25 or more tear-offs. The EFS system separately is \$69.95; with the goggles, \$99.00.

CONTACT: Scott USA, Dept. "It's Electric," P.O. Box 2030, Sun Valley, ID 83353; (208) 726-7267.



JONES PRO GOGGLE

FUNCTION: These goggles feature lens tints that are spectrographically picked for optimum terrain definition, and the lenses have a lifetime warranty against breakage. Available in most team colors, the Jones goggle also has complete foam lining on the inside of the frame and is fully vented. Cost of the Pro model is \$26.95. Replacement lenses are available in gray, amber, clear and vermillion for \$9.95, and the Cadmium Oxide and Cadmium Oxide Gradient lenses go for \$14.95.

CONTACT: Jones Optical, Dept. "Where's Gary?," 6367 Arapahoe, Boulder, CO 80303; (303)447-8727.

ROKO QUICK STRAP

FUNCTION: For convenient and hassle-free goggle use, the Roko Quick Strap is a hot item. The Quick Strap fits all popular goggles including Scott, Oakley, Jones and Smith, without affecting tear-off or roll-off use. Keeps your goggles handy without having to take them on and off, and great for avoiding fog-up on the start. Quick and easy installation with no tools required. Also allows you to put on and take off the goggles with one hand. You can get the Quick Strap from better dealers for \$14.95.

CONTACT: Roko Sports, Inc., Dept. "Easy Off," 5778 Firebird Court, Camarillo, CA 93010; (805)987-1730. □



UNADILLA 250 U.S.G.P. (continued from page 37)

tracks that some Pros haven't even ridden.

We got permission from Ward Robinson to test Peter Dirckx's Grand Prix race bike at the Unadilla track the day after the GP. It was the perfect excuse to ride one of the world's toughest motocross circuits.

HOLD TIGHT

The track begins with a long, fast start area that takes a dip before rising up into the sweeping right-hand first turn. A blast down a whoop-laden straight brings you to another, even faster right-hand sweeper. You're now tapped-out, heading for a tight left-hand hairpin that drops into a quick right-hand turn. Exiting the small turn you drop into a small gully, then pop out onto

a long fifth-gear left-hand sweeper. At the end of the sweeper you get the first shock of your ride at Unadilla.

THE GRAVITY CAVITY

Coming off the sweeper you downshift to third and skate around the turn that sets you up for your plunge into Gravity Cavity. Yet you don't just drop in. You must blip the throttle and jump off a lip at the top and over a lower flat spot before the "Cavity" itself. You snick it up into fourth gear as you plummet to the bottom, then gas it across a bone-jarring G-out before heading up the steep hill to rocket out of the hole. Air time is maximum as you arc up and out. If this were during the race, the crowd would cheer you on for distance and style. Now, you're just thankful to come back to earth without a nosebleed.

Next comes a fast right-hand bowl sweeper and a short straight to a left-hander through the mechanics area. Leaving the mechanics area you must negotiate two enormous braking bumps/whoops before ducking under tree branches to make the right turn down the hill. Up, another small rise takes you through a left-hand, off-camber drop into the back section.

Blasting down the short straight you feel as though you can rest, until you see a field of ruts that could swallow a bus. To negotiate these ruts you must be fast and smooth. One mistake and you'll be on the ground. Up over a mound and through a left, the right combination sends you to the back section. Another set of deep ruts leads into a left-hand sweeper. Off a small drop-off and through some more ruts and you're in fifth heading down the back straight. You get a short breather before your next rude awakening.

IS THIS A SUPERCROSS?

Coming off the straight you feel fast, but then looming before you is a small hill. On any other track you'd roost up this hill. At Unadilla you work. Up and across the whole hill are whoops that have been building since before Jeff Ward first raced a minibike. These things are like stadium jumps. A fast guy like Rick Johnson doubles and triples them. Bob Hannah slices right through them. The rest of us mortals flounder in them.

If you've successfully made it up the hill you drop into a left-hand banked turn, down to a left turn and over to another left/right combination that sends you downhill past the swamp. Wide-open through another set of long ruts feeds you into a right-hander and another hill. A big hill.

This hill is tricky because it combines whoops and ruts. You must maintain momentum up the hill or you'll bog, or fall and lose valuable time. Cresting the hill you drop down, then up, and then prepare for the really high drop.

GOING DOWN

This drop is like none you'll ever see. For more than the drop, which is long, it is what is at the bottom that is disconcerting. As you leap down this hill you pound over big breaking bumps upon landing, then come to an abrupt halt in a berm at the bottom. If you overshoot the berm you'll go through the fence and into the swamp. Making the berm you begin a seemingly vertical ascent up out of Screw-U, holding on as tight as possible since it takes all the power the bike has to make it up and out. Finally, you're out and airborne once again. Land, then down a dip, up a rising sweeper and down another small drop into a left-hand hairpin. Roosting up the rise you leap back, out onto the first straight and past the scorer's booth. You've completed one lap. The whole way you have fought ruts and rocks and been pummeled by whoops, potholes and braking bumps. If you were racing the GP, you'd have to make at least 14 more of those laps to finish the moto! □

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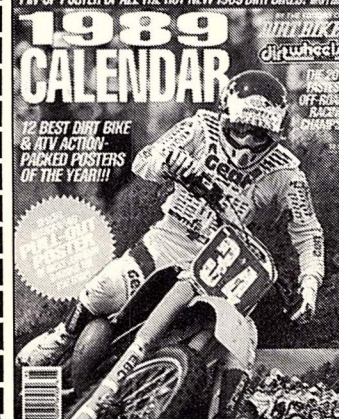


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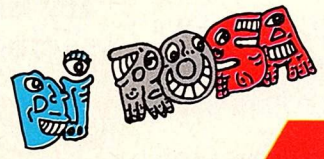
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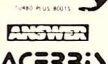
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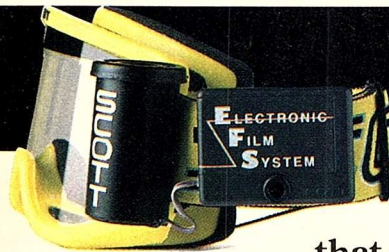
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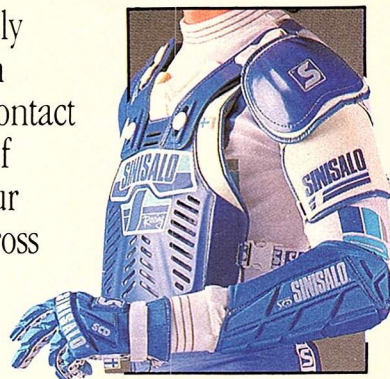
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vide over 30 square inches of BioFoam protection. And a BioFoam collar is nestled into a frequently overlooked (yet potentially vulnerable) area of our chest protector. But we're not the only ones building on BioFoam.

■ AXO Sport incorporates BioFoam panels into their brand new BodyGuard™ cycling shorts, and contoured channels of padding across the fingers, back and wrist of their Series 40 gloves. Haro Designs followed suit with their own skateboarding and bicycling products. Hondaline™ uses BioFoam in their TX-10 pants, gloves and kidney belt. And this is only the beginning.

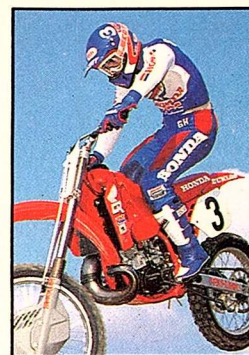
■ Soon, BioFoam will be appearing world-



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■ In fact, only one question remains: Where will the amazing, powerful BioFoam technology go from here? If we can't keep it locked up in a padded cell, the answer should be obvious.

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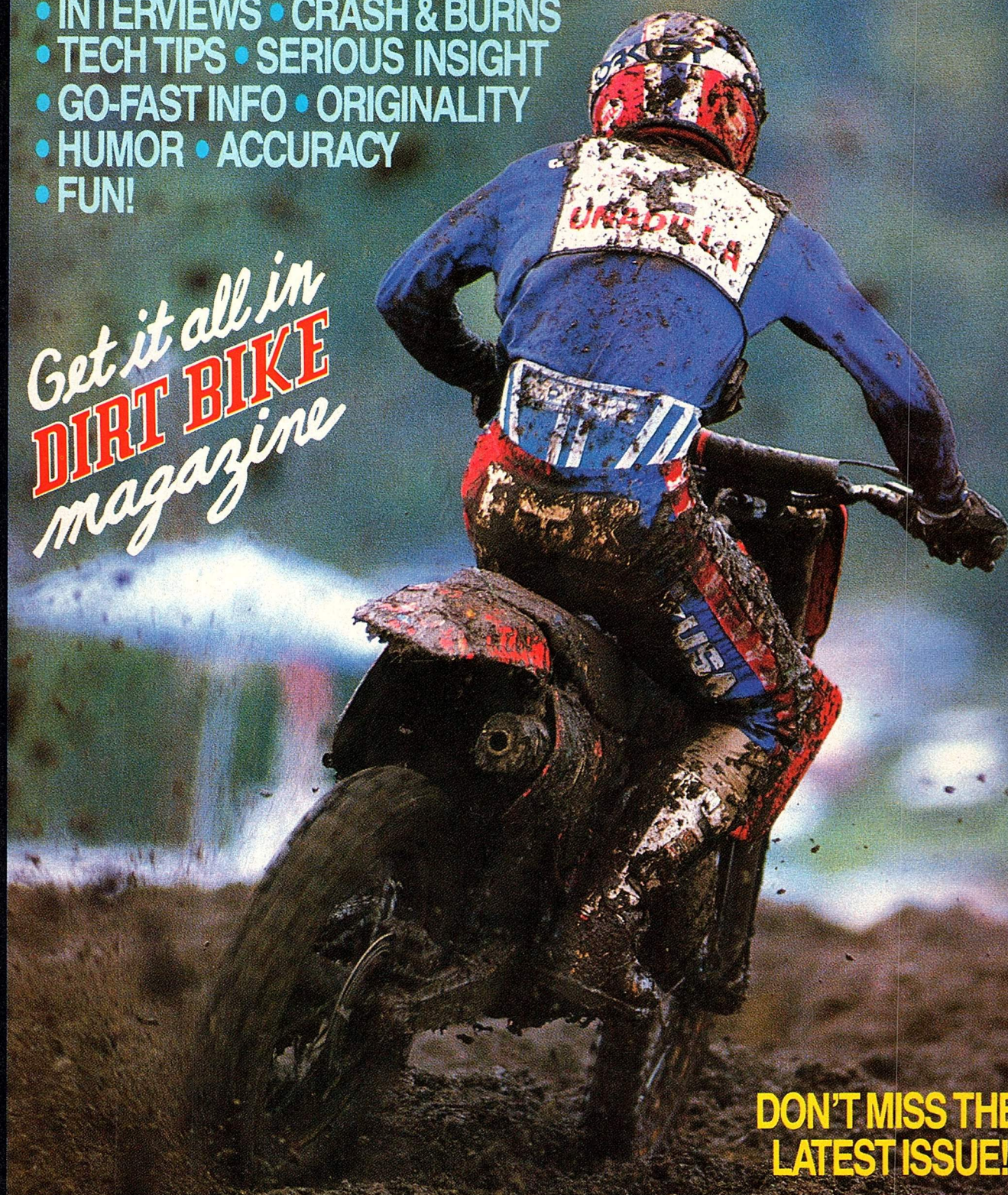
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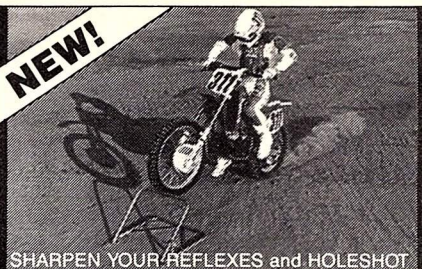
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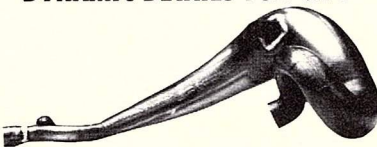
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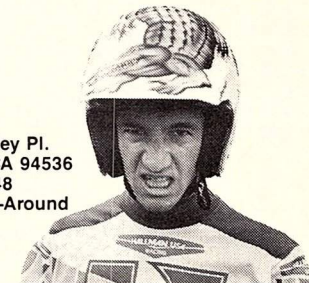
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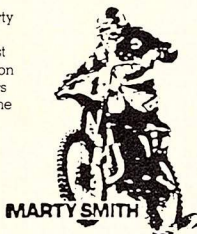
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Riding Gear Specials

FEATURING

O'NEAL USA

O'NEAL ULTRALITE PACKAGE

Already a popular seller at its normal price, the O'Neal Ultralite gear package, on Tom at left, is an even better bargain at Chaparral's extra low price. Choose O'Neal or factory team logos.

- O'NEAL ULTRALITE PANTS
- O'NEAL KNEE / SHIN GUARDS
- O'NEAL ULTRALITE COTTON JERSEY
- O'NEAL TRAIL-LITE BOOTS
- O'NEAL PRO-LITE GLOVES
- GOLD BELT & KIDNEY BELT
- MOTOCROSS SOCKS

MANUFACTURER'S
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\$256.37

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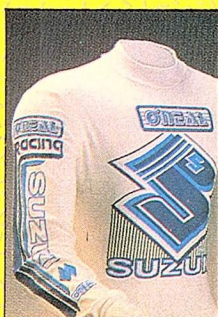
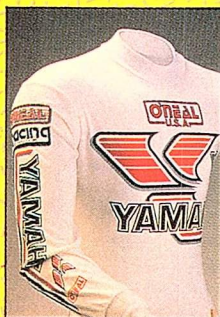
O'NEAL BULLET PACK

Reinholt, at right, looks ready to win in O'Neal's top of the line Bullet riding gear. O'Neal Bullet Jerseys feature foam padded shoulders and elbows.

- O'NEAL BULLET PANTS
- KNEE / SHIN GUARDS
- O'NEAL BULLET JERSEY
- O'NEAL BULLET BOOTS
- O'NEAL BULLET GLOVES
- GOLD BELT & KIDNEY BELT
- MOTOCROSS SOCKS

MANUFACTURER'S
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\$374.78

CHAPARRAL PRICE
\$279.99



O'NEAL CASUAL WEAR

Pia looks great in O'Neal's Action Shorts, the California style baggies that you can wear anywhere. A matching O'Neal Tee Shirt and Trak Shoes complete the look.

- O'NEAL ACTION SHORTS \$24.99
- O'NEAL TEE SHIRTS \$9.99
- O'NEAL HOODED SWEATSHIRT \$19.99
- O'NEAL TRAK SHOES \$25.99
- OAKLEY BLADES \$59.99



TEAM COLORS

Chaparral carries the complete line of O'Neal riding gear in all available colors and team brands. All package items are available individually at similar low discount prices. Call for complete information.

SUNGLASSES

We've got the trick new eyewear you want! Check out our low discount prices on the latest style from Oakley and Scott!

- OAKLEY BLADES (SHOWN) \$59.99
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- OAKLEY EYE SHADES \$55.99
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AXO's popular Team riding gear, shown on James at right in a package that's a 28% savings over manufacturer's suggested retail. Choose Team Honda, Suzuki, Kawasaki, Yamaha, or AXO Team colors. Package includes:

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- TURBO PLUS BOOTS
- AXO SUPERBELT
- MOTOCROSS SOCKS

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AXO 135 PLUS PACK

Rick on left, looks great in AXO's top of the line Super Plus riding gear in a package from Chaparral that's priced over \$100 less than suggested retail. All AXO Team colors. Package includes:

- SERIES 135 PANTS
- KNEE/SHIN GUARDS
- SUPER AXO PLUS JERSEY
- SERIES 40 GLOVES
- TURBO PLUS BOOTS
- AXO SOCKS
- AXO GEAR BAG
- AXO CORDUROY HAT
- AXO SUPERBELT

AXO CASUAL WEAR

Jennifer would look great in anything, but AXO Sport and Bike gear accentuates her sporty California style. Chaparral stocks all AXO Tee Shirt and Sweat Shirt designs. Men's sizes.

- AXO TEE SHIRTS \$39.99
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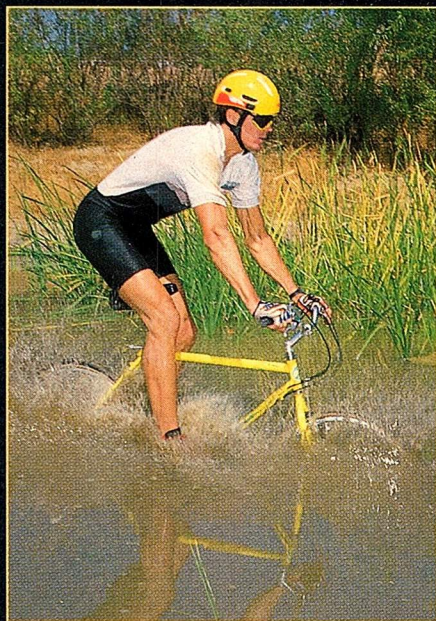
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IRON LEGS & WINDLESS LUNGS

WHO'S THE FITTEST OF THEM ALL?



Who are those oddly dressed cyclists who come out during the wee morning hours? Why do they take their finely-tuned bodies and push the limits? So they can go harder and farther the next time? Are these dedicated souls really finding the pathway to becoming the fittest athletes in the world?

Mountain biking takes the thrill of cycling one step further. The ability to tackle any type of terrain with human power is something many people haven't come to grips with. Ask the ones who know. Nothing can match the intense skill which enables a mountain biker to scale a grueling 1000-foot climb in high altitude, only to be rewarded with a plummet off the face of the earth. Boxerlike reflexes backed by quarterback nerves come into play as you descend miles of switchbacks. That's why off-road cycling is quickly gaining the respect of athletes around the world. Mountain bikers are known as the fittest of them all.

MEET THE COACH

Mountain Bike Action isn't afraid to bring the intense suspense of off-road cycling into your lap. And we don't bring you this developing sport by looking in from the outside. No, *MBA* lives and breathes the entire sport of mountain biking. We've shared the exact cycling dilemmas you have. In which direction is mountain biking taking us? *MBA* keeps you informed on the growth of the sport. Who's the latest super sensation? *MBA* knows, and we'll bring you the inside scoop on how they do it. Want to know the best components with which to update your bike? *MBA* gives true out-in-the-field evaluations to help you select the right ones. Excessive leg cramping on long hills? *MBA* has the scoop on overcoming any cycling-related ailments. *Mountain Bike Action* is designed by people who share the same interests you do—we want to become the fittest athletes possible, while enjoying every minute of it.

COVERING ALL THE SHADES

Hey, wait a minute! What if I'm interested in exploring the beauty of nature's scenic playgrounds? *Mountain Bike Action* brings the entire spectrum of the sport to your door. We'll tell you what it takes to visit unique travel spots around the world.

But you've only been cycling for a short time? *MBA* tells the beginning rider how to prepare and what to expect. Every issue has easy-to-follow how-to's that teach the active follower how to improve as fast as possible. Even Joe Murray had to start from the bottom.

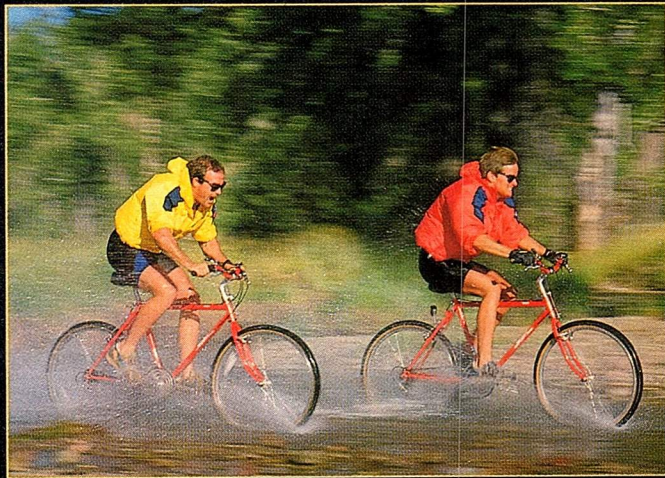
OUR PERSONAL BEST

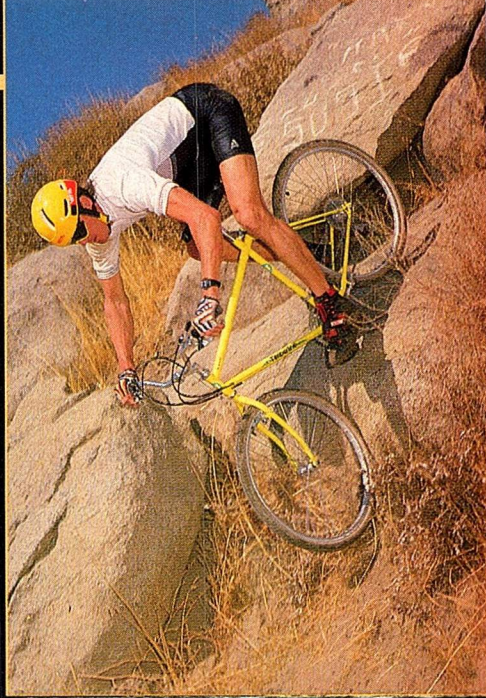
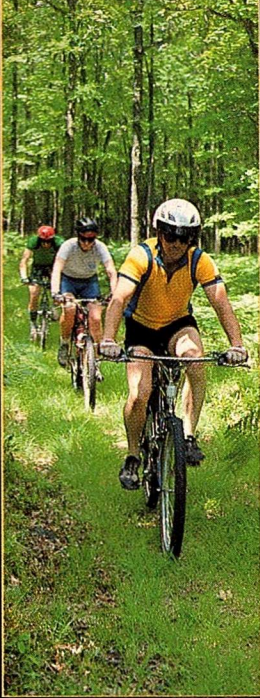
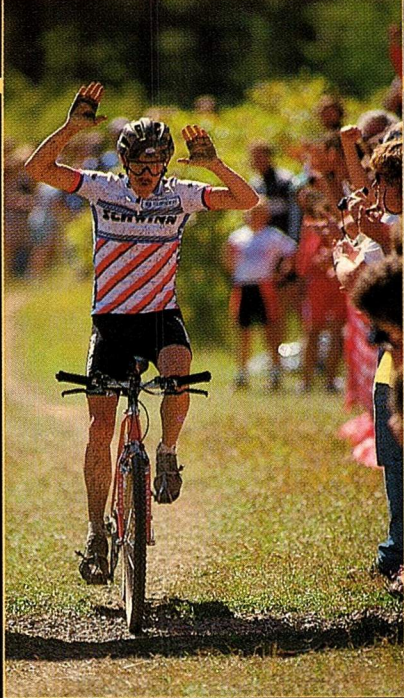
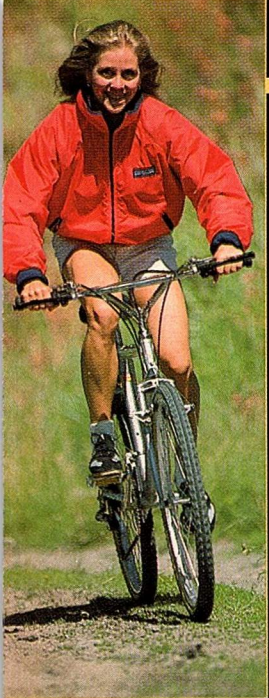
Who's the new NORBA Champion? *Mountain Bike Action* was there to bring you the trials and tribulations of the event. What's been slowing down Joe Murray? Who is the new teenage sensation who's taking on the experienced riders? Is his name really John Tomac? Did Cindy Whitehead actually beat Jacquie Phelan? *MBA* readers know the answers, because we don't just cover a race, we dissect it. How the champ won, in his own words. The losers tell what could have been. Close-up looks at the best in the sport and the machines they ride. Race coverage that benefits the readers.



HOW MUCH DO I NEED?

Okay, I'm convinced, but those mountain bikes look awfully expensive. No need to worry. *Mountain Bike Action's* in-depth bike evaluations benefit you, the off-road enthusiast. We take our test bikes and ride them on the streets and trails. *MBA* will tell you what a bike does, where and when. Our testing procedures cover the whole scope of the bike. Which group of potential buyers it's aimed at, how the components work, reliability and actual performance. *MBA* gives you the personality of the bike so you'll know exactly what it's like to own one. All that's left is to go buy one.





PUTTING IN THE SQUARE PEGS

Mountain Bike Action doesn't stop there. Fiddling with your personal scooter and trying to improve its performance enhances the enjoyment of off-road cycling. Which components are best? *MBA* evaluates products by testing them in real off-road conditions. The *MBA* reader knows which brake stops and which derailleur shifts. Does Biopace work? Are the new index shifting systems all they're cracked up to be? Which tire will give you the best performance? What's the proper way to set up your bike? *Mountain Bike Action* will bring you the answers so you don't have to find out by trial and error.

BRINGING THE WOMEN'S WORLD

Each issue of *Mountain Bike Action* features a special section aimed directly at the female cyclist. Recent surveys have shown that a large percentage of all mountain bikes sold are to women. *MBA* brings you the tips every female cyclist needs to know. How to get started. Which components are designed especially for a female cyclist. Are wide saddles and Mixte frames

beneficial? How difficult should your first ride be? *MBA* knows how important female participation is and brings it to you every issue.

DO YOU WANT MORE?

Every action-packed issue of *MBA* is filled to the brim with radical photos that show the true spirit of off-road cycling. Remember that picture of a trials rider sprawled out on a log crossing? It was in *MBA*. What does Ned Overend do in his spare time? *MBA* portrays the stars so everyone can get an inside look at what makes them tick. Should you shave your legs? Olympic Cycling team member Jeff Spencer tells the ins and outs of training. What do you look for the first time you shop for a new bicycle? *MBA* helps you make the difficult decisions.

GIVING IT 100 PERCENT

No doubt about it, mountain biking is here to stay. Off-road bike sales have skyrocketed, and there's no sign of slowing down. What makes these durable-looking bicycles so attractive? They're tough. They maneuver around and over whatever lies in your path. Load on the camp-

ing gear and escape the pressures of everyday living. Mountain bikes are the ultimate go anywhere, do anything vehicles.

Mountain bikes make more sense than ever to the fitness-conscious consumer. Discovering the benefits of an anaerobic workout in nature's true beauty is what *Mountain Bike Action* is all about. Each and every issue of *MBA* is jam-packed with material to benefit every mountain bike lover—whether it's Joe Murray or Joe Average. That's because *MBA* is made by those directly involved with the sport—from the beginner to the top-notch national pro. *MBA* will give you advice that can make the difference between an enjoyable or agonizing ride. If there's something you need to know about mountain biking, *MBA* will tell you, because we've already been there. The next issue of *MBA* could have the advice you need to help you on the way to becoming your fittest. Don't miss out on the future of this ultimate sport. Order your subscription to the world's largest all-terrain bicycle magazine—*Mountain Bike Action*!

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Great Moments

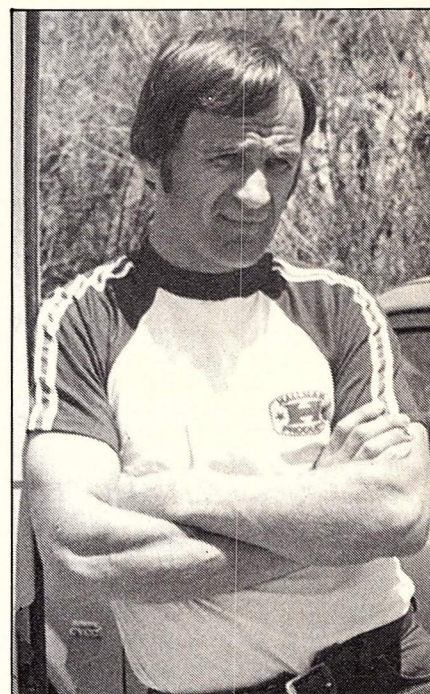
Bengt Aberg & the endless career

□ Bengt Aberg was the 1969 and 1970 500cc World Motocross Champion. His back-to-back World Championships for Husqvarna right at the beginning of the worldwide motocross boom made his name synonymous with the sport. Bengt was immortalized in the original "On Any Sunday" for whipping his Hooska straight with a blast of power on a lumpy Saddleback up-hill. But Bengt's double titles were only part of his mystique.

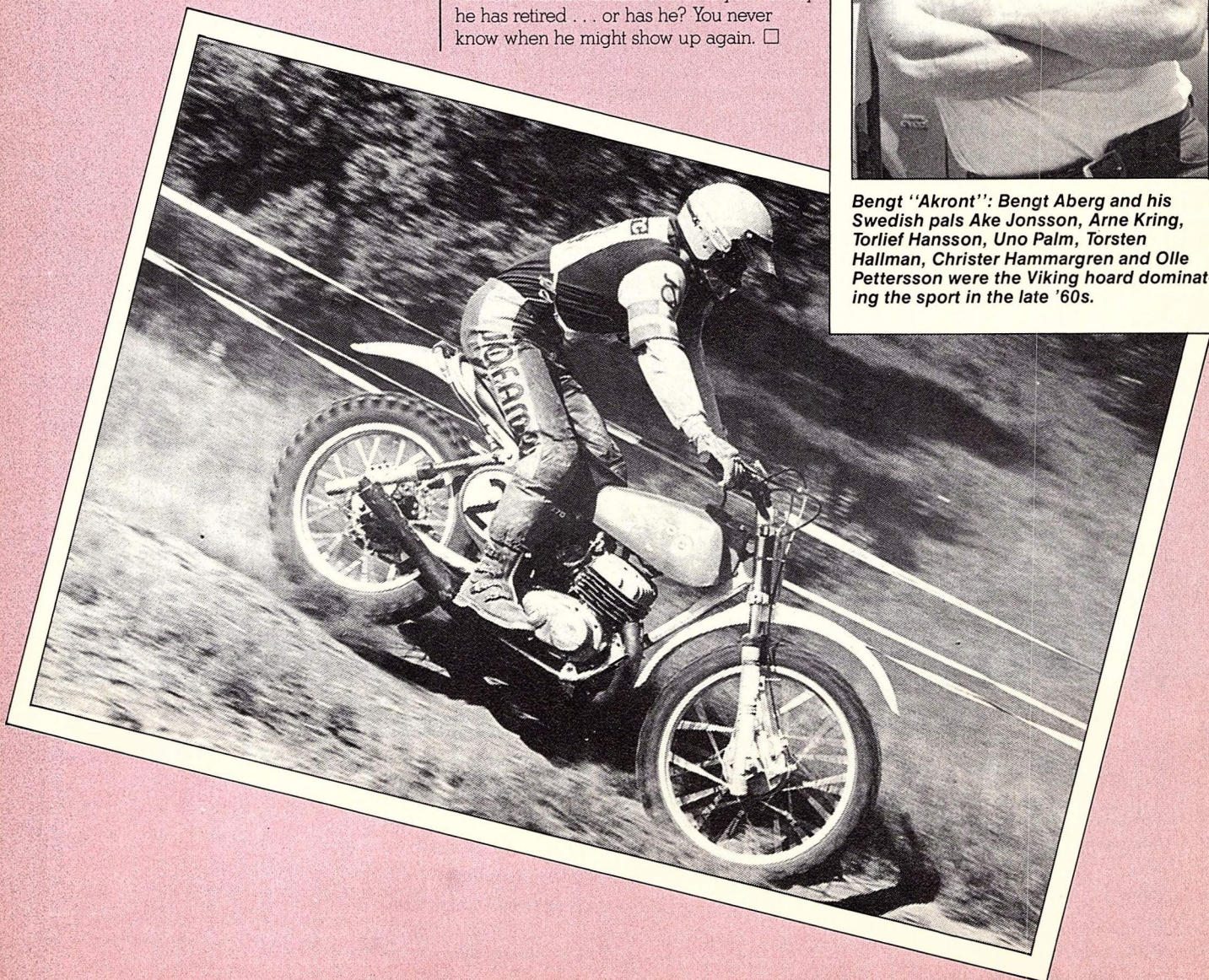
After leaving Husqvarna, Bengt signed on with the Bultaco factory and finished his GP career on the unusual rear-forked Bultaco prototype. After ten years on the GP circuit (1966-76) it was assumed that Aberg would retire. Instead, Bengt signed on to

race the successful Aberg Replica Yamaha HL500 four-stroke in 1977. And, in fact, shocked the motocross world by winning the Grand Prix of Luxembourg on the TT500-engined special. That race made Bengt Aberg the first four-stroke rider to win a 500 GP since Dave Nicoll's win on a BSA in 1969 (Nicoll beat Aberg that day). Aberg still stands as the last rider to win a GP on a four-stroke.

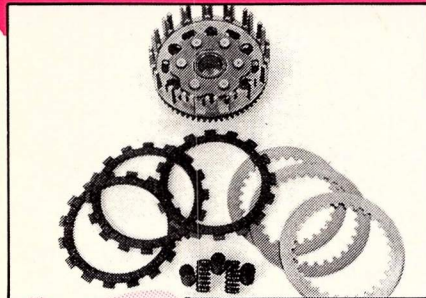
Again it was assumed that Bengt would retire, but he continued to race another season and even showed up at the Anaheim Supercross on a YZ250 in 1978. In 1982 Bengt Aberg came out of retirement again to ride a two-year-old bike to almost total domination of the Swedish National Championships. Bengt was over 40 years of age. He rode his last Grand Prix that year. Today he has retired . . . or has he? You never know when he might show up again. □



Bengt "Akront": Bengt Aberg and his Swedish pals Ake Jonsson, Arne Kring, Torlief Hansson, Uno Palm, Torsten Hallman, Christer Hammargren and Olle Pettersson were the Viking hoard dominating the sport in the late '60s.



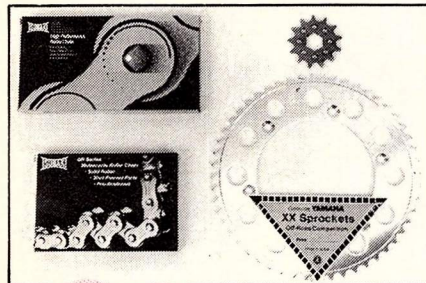
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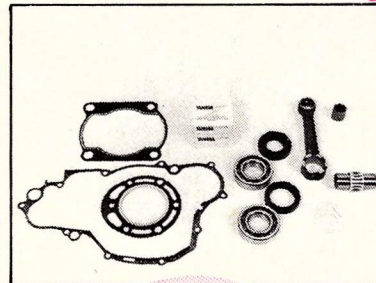


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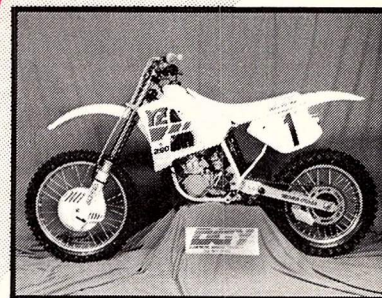


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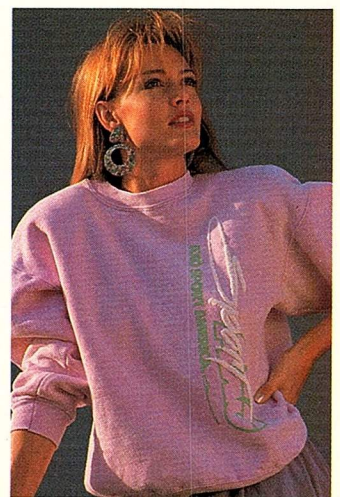
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